

## Draft Inactive Development Blocks Potentially "Applicable" Mitigation Measures

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<b>D.01. LIGHTING AND GLARE</b>																																
U	D.01.	Design parking structure lighting to minimize off-site glare. The design could include 45-degree cutoff angles on light fixtures to focus light within the site, and specifications that spill lighting from parking areas would be 0.25 foot-candle or less at 5 feet from the property line of the parking areas. Applies to individual sites within the Project Area.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
<b>D.02a. ARCHITECTURAL RESOURCES - EVALUATION OF FIRE STATION NO. 30</b>																																
SS	D.02a.	Retain an architectural historian to prepare an evaluation of the architectural integrity and historical importance of Fire Station No. 30 prior to development on this site. If the building is determined to be eligible for the National Register, preserve, rehabilitate, and reuse the building in a manner that is consistent with the Secretary of the Interior's guidelines for historic preservation.																														
SS	D.02b.	If Fire Station No. 30 is found to be eligible for the National Register, require the following mitigation measures to reduce (though not eliminate) the significant impact prior to demolition of the structure:  Prepare a "Historical American Building Survey," including the precise recording of the structure through measurements, drawings, and photographs.  Provide sufficient detail in the survey documentation so that after demolition the historical structure could be reconstructed from the survey data.  File copies of the records and documents with the appropriate federal, state, and city agencies.  Include salvage and selective re-use of building materials in the mitigation program once the survey has been completed.  Upon completion, provide a copy of the report to the San Francisco Planning Department, the President of the San Francisco Landmarks Preservation Advisory Board, and the San Francisco Redevelopment Agency.																														
<b>D.03. ARCHAEOLOGICAL RESOURCES</b>																																
SS	D.03.	Retain the services of an archaeologist, because of the strong possibility of encountering the remains of cultural or historic artifacts or features in the six historic resources areas. The Environmental Review Officer (ERO) in consultation with the President of the Landmarks Preservation Advisory Board (LPAB) and the archaeologist would determine: 1) whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of historic archaeological deposits and artifacts, and the procedures to be followed if such materials are uncovered; and  2) prior to the commencement of foundation excavation, a program of archaeological testing. Retain a qualified historic archaeologist to supervise a pre-foundation excavation testing program for each phase of Project Area development or each construction site, as appropriate, using a series of mechanical, exploratory borings or other testing methods determined by the archaeologist to be appropriate. A qualified historical archaeologist would supervise the testing in the six historic resource areas to determine the probability of finding cultural and historical remains.																					X	X	X	X	X	X	X	X	X	

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<b>D.07. PEDESTRIAN-LEVEL WINDS</b>																																		
U		Require a qualified wind consultant to review specific designs for buildings 100 feet or more in height for potential wind effects. The Redevelopment Agency would conduct wind review of high-rise structures above 100 ft. Wind tunnel testing would also be required unless, upon review by a qualified wind consultant, and with concurrence by the Agency, it is determined that the exposure, massing and orientation of the buildings are such that impacts, based on a 26-mile-per-hour hazard for a single hour of the year criterion, will not occur. The purpose of the wind tunnel studies is to determine design-specific impacts and to provide a basis for design modifications to mitigate these impacts. Projects within Mission Bay, including UCSF, would be required to meet this standard or to mitigate exceedances through building design.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
<b>D.08. SHADOWS</b>																																		
U		The Redevelopment Plan documents would require analysis of potential shadows on existing and proposed open spaces during the building design and review process when exceptions to certain standards governing the shape or locations of buildings are requested that would cause over 13% of Mission Creek Park (either North or South), 20% of Bayfront Park, 17% of Triangle Square or 11% of Mission Bay Commons to be in continuous shadow for a period of one hour from March to September between 10:00 a.m. and 4:00 p.m.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
<b>E.01 THIRD STREET/KING STREET</b>																																		
T/A	E.01a.	Widen the northbound approach to provide an additional through lane on the west side of Third Street.	Reconfigure signal & widen street when 5,500 PM Peak Hour Trips are produced.																															
T/A	E.01b.	Reconfigure the existing traffic signal.																																
T/A	E.01c.	Install "Don't Block the Box" signs.																																
<b>E.02 THIRD STREET/BERRY STREET</b>																																		
T/A	E.02a.	Restripe the northbound approach to provide an additional through lane.	Construct a new signal & restripe the street when 5,500 PM Peak Hour Trips are produced.																															
T/A	E.02b.	Reconfigure the existing traffic signal.																																
T/A	E.02c.	Install "Don't Block the Box" signs.																																
<b>E.03 THIRD STREET/OWENS STREET</b>																																		
T/A	E.03a.	Install a new traffic signal.	Construct a new signal when 8,200 PM Peak Hour Trips are produced.	X	X																													
<b>E.04 THIRD STREET/THE COMMON</b>																																		
T/A	E.04a.	Install new traffic signals.	Construct a new signal when 10,400 PM Peak Hour Trips are produced.							X																								
<b>E.05 THIRD STREET/SOUTH STREET</b>																																		
T/A	E.05a.	Install a new traffic signal.	Construct a new signal when 8,200 PM Peak Hour Trips are produced.																		X													

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<b>E.13 FOURTH STREET/MARIPOSA STREET</b>																																	
T/A	E.13a.	Widen the eastbound and westbound approaches to provide exclusive left-turn lanes.	Construct new signal when 8,200 PM Peak Hour Trips are produced.																														
T/A	E.13b.	Install a new traffic signal.																															
<b>E.14 SEVENTH STREET/16TH STREET</b>																																	
TT	E.14a.	Remove on-street parking on all approaches.	Construct new signal & restripe street when 5,500 PM Peak Hour Trips are produced.																														
TT	E.14b.	Restripe the northbound and eastbound approaches to provide an additional through lane.																															
TT	E.14c.	Restripe the southbound approach to provide an additional through lane and an exclusive left-turn lane.																															
TT	E.14d.	Restripe the westbound approach to provide an additional through lane and a right-turn pocket.																															
TT	E.14e.	Install a new traffic signal.																															
TT	E.14f.	Provide the appropriate traffic warning devices for the Caltrain track crossing.																															
<b>E.15 OWENS STREET/16TH STREET</b>																																	
T/A	E.15a.	Install a new traffic signal.	Construct new signal when 10,400 PM Peak Hour Trips are produced.																														
<b>E.16 OWENS STREET/MARIPOSA STREET/I-280 OFF-RAMP</b>																																	
T/A	E.16a.	Widen the eastbound approach to provide an exclusive left-turn lane.	Reconfigure signal when 5,500 PM Peak Hour Trips are produced.																														
T/A	E.16b.	Reconfigure the existing traffic signal.																															
<b>E.17 I-280 ON-RAMP/MARIPOSA STREET</b>																																	
SS	E.17a.	Widen the westbound approach to provide an exclusive left-turn lane.																															
T/A	E.17b.	Install a new traffic signal.	Construct new signal when 10,400 PM Peak Hour Trips are produced.																														
<b>E.18 SEVENTH STREET/THE COMMON</b>																																	
T/A	E.18a.	Install a new traffic signal.	Construct a new signal and railroad crossing when 8,200 PM Peak Hour Trips are produced.																														
T/A	E.18b.	Provide the appropriate traffic warning devices for the Caltrain railroad track at-grade crossing.																															
<b>E.19 FIFTH STREET/KING STREET</b>																																	
T/A	E.19a.	Narrow approximately 250 feet of the median on the westbound approach to provide an exclusive left-turn lane.	Narrow median & reconfigure signal when 8,200 PM Peak Hour Trips are produced.																														
T/A	E.19b.	Restripe the I-280 off-ramp touchdown and narrow the median on the south side of King Street for a distance of about 300 feet beginning at the intersection with Fifth Street, to increase the number of eastbound lanes from the existing two to three.																															
T/A	E.19c.	Reconfigure the existing traffic signal.																															

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T/A	E.23b.	Extend Fourth Street southward, parallel to Third Street, to intersect with Mariposa Street at the existing intersection with Minnesota Street.	Street segment improvement shall be implemented 8,200 PM Peak Hour Trips are produced.		X	X	X	X	X	X								X									X	X	X	X	
<b>E.24 KING STREET</b>																															
T/A	E.24a.	Widen eastbound King Street between Fifth and Fourth Streets to accommodate the lane configurations for the Fourth Street/King Street intersection in Measure E.08.	Street segment improvement shall be implemented 5,500 PM Peak Hour Trips are produced.																												
T/A	E.24b.	Construct westbound King Street frontage road between Fifth Street and Berry Street.	Street segment improvement shall be implemented 5,500 PM Peak Hour Trips are produced.																												
<b>E.25 OWENS STREET</b>																															
T/A	E.25a.	Construct Owens Street between Third and Fourth Streets, providing a median approximately 24 feet wide to accommodate the MUNI Third Street light rail line, with no on-street parking.	Street segment improvement shall be implemented 10,400 PM Peak Hour Trips are produced.	X	X																										
T/A	E.25b.	Construct Owens Street between Fourth Street and The Common, providing on-street parking on the north side of the street only.	Street segment improvement shall be implemented 14,200 PM Peak Hour Trips are produced.														X	X	X												
T/A	E.25c.	Extend Owens Street northward from 16th Street to The Common, providing no on-street parking.	Street segment improvement shall be implemented 10,400 PM Peak Hour Trips are produced.																												
T/A	E.25d.	Construct Owens Street between 16th Street and Mariposa Street, providing no on-street parking.	Street segment improvement shall be implemented 12,200 PM Peak Hour Trips are produced.																										X	X	X
<b>E.26 NORTH COMMON AND SOUTH COMMON STREETS CONNECTION TO SEVENTH STREET</b>																															
TT	E.26a.	Construct an "at-grade" connection to Seventh Street across Caltrain tracks, in conjunction with Measure E.18 for the new intersection.	Street segment improvement shall be implemented 8,200 PM Peak Hour Trips are produced.																												
TT	E.26b.	Prohibit parking at trolleybus stops for the 22-Fillmore line east of Third Street where bus line is extended.																													

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<b>E.41 FOURTH STREET</b>																																
T/A	E.41.	Widen the west side of Fourth Street for approximately half the distance between Townsend Street and King Street to provide the additional southbound lane noted in Mitigation Measure E.38, including providing additional right-of-way.	Street segment improvement shall be implemented 5,500 PM Peak Hour Trips are produced.																													
<b>E.42 SEVENTH STREET</b>																																
SS	E.42.	Eliminate on-street parking on both sides of Seventh Street between Townsend and 16th Streets during the morning and afternoon peak commute periods to accommodate the lane configuration changes described in Mitigation Measures E.29, E.30, E.31, and E.32.																														
<b>E.45 EXTEND N-JUDAH MUNI METRO LINE</b>																																
SS	E.45.	Extend and operate the route of the N-Judah MUNI Metro line from the Embarcadero station to Mariposa Street, using the MMX and Third Street light rail tracks.																														
<b>E.46 TRANSPORTATION MANAGEMENT ORGANIZATIONS</b>																																
C	E.46a.	Form a Mission Bay Transportation Management Association (TMA) to implement a Transportation System Management (TSM) Plan.	Formation of the Mission Bay TMA is complete. Documentation is provided in conjunction with Block N2 Major Phase approval.																													
C	E.46b.	Form a Transportation Coordinating Committee (TCC) including representatives of Project Area property owners, UCSF, SFRA and appropriate City staff, including DPT, MUNI, and DPW, to address area-wide transportation planning issues and coordinate with other uses and neighborhoods in nearby areas.	Formation of a Transportation Coordinating Committee (TCC) is complete. Documentation provided in conjunction with Block N2 Major Phase approval.																													
<b>E.47 TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN</b>																																
C	E.47.	Prepare a TSM Plan, which could include the following elements:	A conceptual TSM and strategic plan was prepared and subsequently approved on May 4, 1999. Implementation of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the Environmental Compliance Officer.																													
U	E.47a.	Shuttle Bus System  Operate shuttle bus service between Mission Bay and regional transit stops in San Francisco (e.g., BART, Caltrain, Ferry Terminal, Transbay Transit Terminal), and specific gathering points in major San Francisco residential neighborhoods (e.g., Richmond and Mission Districts).	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

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U	E.47b.	Transit Pass Sales  Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	E.47c.	Employee Transportation Subsidies  Provide a system of employee transportation subsidies for major employers.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SS	E.47d.	Pedestrian Signals at Owens Street Near the Pedestrian Bridge  Pedestrian signals at this location will provide continuity between the pedestrian bridge near Fifth Street and the pedestrian path adjacent to Owens Street, and the residential units in the central subarea of Mission Bay South.	See Compliance Notes for E.47.														X	X													
U	E.47e.	Secure Bicycle Parking  Provide secure bicycle parking areas in parking garages of residential buildings, office buildings, and research and development facilities. Provide secure bicycle parking areas by 1) constructing secure bicycle parking at a ratio of 1 bicycle parking space for every 20 automobile parking spaces, and 2) carrying out an annual survey program during project development to establish trends in bicycle use and to estimate demand for secure bicycle parking and for sidewalk bicycle racks, increasing the number of secure bicycle parking spaces or racks either in new buildings or in existing automobile parking facilities to meet the estimated demand. Provide secure bicycle racks throughout Mission Bay for the use of visitors.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	E.47f.	Appropriate Street Lighting.  Ensure that sidewalks in Mission Bay are sufficiently lit to provide pedestrians and bicyclists with a greater sense of safety, and thereby encourage Mission Bay employees, visitors, and residents to walk and bicycle to and from Mission Bay.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	E.47g.	Transit, Pedestrian and Bicycle Route Information  Provide maps of the local and citywide pedestrian and bicycle routes with transit maps and information on kiosks throughout the Project Area to promote multi-modal travel.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	E.47h.	Parking Management Guidelines  Establish parking management guidelines for the private operators of parking facilities in the Project Area.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	E.47i.	Flexible Work Time/Telecommuting  Where feasible, offer employees in the Project Area the opportunity to work on flexible schedules and/or telecommute so they could avoid peak hour traffic conditions.	See Compliance Notes for E.47.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>E.49 Ferry Service</b>																															
U	E.49.	Ferry Service  Make a good faith effort to assist the Port of San Francisco and others in ongoing studies of the feasibility of expanding regional ferry service. Make good faith efforts to assist in implementing feasible study recommendations.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>F.01 TSM MEASURES</b>																															
C	F.01.	Implement measures to decrease vehicle trips, as described in Mitigation Measures E.46 through E.50 in Section VI.E, Mitigation Measures: Transportation	See Compliance Notes for E.46 - E.50.																												

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<b>F.02 CONSTRUCTION PM</b>																															
U	F.02.	As conditions of construction contracts, require contractors to implement the following mitigation program, based on the instructions in the BAAQMD CEQA Guidelines, at all construction sites within the Project Area:	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02a.	Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02b.	Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on streets.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02c.	Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas at construction sites.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02d.	Sweep all paved access routes, parking areas, and staging areas daily (preferably with water sweepers).	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02e.	Sweep streets daily (preferably with water sweepers) if visible amounts of soil material are carried onto public streets	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02f.	Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02g.	Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02h.	Limit traffic speeds on unpaved roads to 15 mph.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02i.	Install sandbags or other erosion control measures to prevent silt runoff to public roadways.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02j.	Replant vegetation in disturbed areas as quickly as possible	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02k.	Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02l.	Install wind breaks, or plant trees / vegetative wind breaks at windward side(s) of construction areas	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02m.	Suspend excavation and grading on large construction sites when winds (instantaneous gusts) exceed 25 mph.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	F.02n.	Limit the area subject to excavation, grading and other construction activity at any one time.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>F.03 TOXIC AIR CONTAMINANTS (TACs)</b>																															
U	F.03.	Prior to issuing a certificate of occupancy for a facility containing potential toxic air contamination sources, obtain written verification from BAAQMD either that the facility has been issued a permit from BAAQMD, if required by law, or that permit requirements do not apply to the facility.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>F.04 METEOROLOGY STATION</b>																															
SS	F.04.	As soon as possible, to provide reliable wind data for informational purposes, and where applicable, to facilitate the preparation of risk assessment studies, locate and maintain a meteorology station at an appropriate location within the Project Area.																													
SS	F.04a.	Hire a contractor to select appropriate sites for location of the meteorology station to ensure accuracy of data. Preferably the site would be located at a first phase building at the UCSF site, which is centrally located in the Project Area.																													
SS	F.04b.	Once site selections are recommended, contact the BAAQMD for consultation and comment on the sites.																													
SS	F.04c.	Hire a contractor to select certified equipment and software.																													
SS	F.04d.	Consult the BAAQMD on the equipment and software that is selected prior to purchase.																													
SS	F.04e.	Construct and site the station according to BAAQMD standards (written guidelines may be obtained from the District).																													
SS	F.04f.	Provide data from the station to the BAAQMD on a real-time basis.																													

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SS	F.04g.	At a minimum, take continuous wind speed and direction measurements for a period of at least two years.																													
<b>F.05 DRY CLEANING FACILITIES</b>																															
U	F.05.	Prohibit dry cleaning facilities that conduct on-site dry cleaning operations in residential areas within the Project Area. For any dry cleaning operations with the Project Area, require vapor barriers in their design and construct so as to reduce exposure to perchloroethylene and any other toxic air contaminants handled at the facility.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>F.06 CHILD-CARE BUFFER ZONES</b>																															
U	F.06.	Require preschool and childcare centers to notify BAAQMD and the San Francisco Department of Public Health regarding the locations of their operations, and require these centers to consult with these agencies regarding existing and possible future stationary and mobile sources of toxic air contaminants. The purpose of these consultations is to obtain information so that preschool and childcare centers can be located to minimize potential impacts from toxic air contaminants emissions sources.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>G.01 NOISE REDUCTION IN PILE DRIVING</b>																															
U	G.01.	Use noise-reducing pile driving techniques such as pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on piledriving equipment, vibrating piles into place when feasible, installing shrouds around the piledriving hammer where feasible, and restricting the hours of operation.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>G.02 ANALYZE POTENTIAL VIBRATIONS FROM CALTRAIN</b>																															
SS	G.02.	Analyze potential vibration from Caltrain on the western-most block of Mission Bay North at Berry and King Streets, adjacent to Caltrain tracks, based on information about localized soils, and, if the analysis shows vibration could be significant without mitigation, design and construct foundations of buildings proposed to be on that block with vibration-reducing features to reduce potential impacts from adjacent passenger trains.																													X
<b>H.01 HEAVY EQUIPMENT STORAGE</b>																															
U	H.01.	During the build-out period, store heavy construction equipment in the Project Area during the buildout period that is capable of traveling on damaged roads, clearing debris, and opening access to, and within, the Project Area after a major earthquake.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>H.02 EMERGENCY PREPAREDNESS AND EMERGENCY RESPONSE</b>																															
U	H.02.	Following build-out, coordinate emergency response plans with the City regarding use of heavy equipment from the City storage yard in the vicinity of the Project Area		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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<b>H.03 COMPREHENSIVE PREPAREDNESS AND RESPONSE PLAN</b>																														
C	H.03a. Require the formulation of a comprehensive preparedness and response plan for the entire Project Area (as opposed to the typical building-by-building plan), integrated with the City's emergency response plans and in coordination with the Mayor's Office of Emergency Services. An emergency response plan should include:  <ul style="list-style-type: none"> <li>- Community coordination &amp; response</li> <li>- Coordination with government services</li> <li>- Outreach and training (not only for employees but also residents)</li> <li>- Food and water</li> <li>- Shelter</li> <li>- Sanitation</li> <li>- Consideration of need and potential locations for special facilities (operations, medical, etc.) in the context of the citywide Emergency Response Plan and the Project Area's location in Emergency Response District 3</li> <li>- Organization of employees into response teams</li> <li>- Employee training in response procedures, including setting up a command post, communications, first aid, evacuation, security and clean-up.</li> </ul>	This plan was submitted to the City of San Francisco's Mayor's Office of Emergency Services on June 4, 2001.																												
U	H.03b. In addition to the Project Area-wide plan, require each building or complex in the Project Area to prepare an emergency response plan. Each plan would be the responsibility of the owner(s) of each building or complex, and would be reviewed by the City periodically to ensure it is kept up to date.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>H.04 FIRE STATION NO.30</b>																														
SS	H.04. Provide seismic rehabilitation of Fire Station No. 30 in the Project Area, if the building is to be reused for human occupancy.																													
<b>H.05 NEW FIRE STATION</b>																														
U	H.05. At the time the San Francisco Fire Department determines the population or building density is high enough to warrant it, provide a new fire station in Mission Bay South to reduce the effects of limited emergency access to and from the site following a major earthquake.	Timing of implementation triggered by City Fire Department review of cumulative development.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>H.06 FACILITATE EMERGENCY ACCESS ROUTES</b>																														
SS	H.06. As part of the comprehensive preparedness plan identified in Measure H.03, identify and implement feasible measures to facilitate and improve emergency access routes to the site, especially in the vicinity of Seventh and Owens Streets. Such measures could include design of open spaces to allow vehicle access following in a catastrophic event; designing underground utilities at the Owens and Seventh Streets connector to minimize severe damage or disconnection caused by earthquakes; constructing heavier pavement sections along critical routes if indicated through a geotechnical study; and siting buildings within the area bounded by Seventh Street, the Seventh Street connector, Owens Street, and 16th Street in a manner that would allow emergency vehicle access between these buildings in a catastrophic event.																													

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U	J.01a.	RMP Enforcement Provide an enforcement structure for RMPs, to be in place and effective during construction and after project development, including: i. Develop and record a restrictive covenant as an Environmental Restriction and Covenant under California Civil Code Section 1471 that: a. Places limits on future uses in the Project Area consistent with the provisions in the RMP; b. Provides notice to current and future property owners that the RMP contains use restrictions and other requirements and obligates property owners to provide like notice to occupants; and c. Provides notice to current and future property owners that the RWQCB maintains residual regulatory enforcement authority over all portions of the Project Area sufficient to compel enforcement of the entire RMP ii. As part of any future transfer of property title of any portion of the Project Area, require current property owners to provide a copy of the RMP to each of their future transferees.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	J.01b.	Pre-Development  Include, at a minimum, the following elements in the RMP:  J.01b Limit direct access to areas with exposed native soils (defined as soils that exist at the site prior to project approval) and perform inspections to verify that measures taken to limit direct access are maintained.  Alternatively, for each location with exposed native soils, provide risk management procedures for those areas. If this alternative is chosen, for each exposed soil location that would remain vacant and undeveloped at the initiation of development, and for each site that becomes vacant and includes exposed native soil, evaluate and document potential health risks to the general public that could occur before site development using the following process:  Evaluate sampling results to determine constituents that could pose a risk to the general public. Identify populations who could be exposed to the constituents in soils based on land uses within and adjacent to the Project Area. Exposed populations that would be considered would include adult and child visitors/ trespassers, nearby residents (adults and children), and workers not involved in project construction within and adjacent to the Project Area. Using specific EPA- and DTSC-recommended exposure assumptions, identify the appropriate exposure pathways and assumptions in consultation with the RWQCB.  Using the specific exposure assumptions identified above, adopt contaminant-specific interim target levels (ITLs) following regulatory risk assessment guidelines established by DTSC and EPA.  Compare ITLs to the range of concentrations detected in exposed native soils to identify areas where ITLs are exceeded.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

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U	J.01c.	For areas where ITLs are exceeded, identify specific Interim Risk Management (IRM) measures that would reduce potential contamination-related risks to Project Area occupants and visitors during site build-out. Based on the results of the ITL evaluation and need for site controls, general IRM measures could include measures such as:  i. Limit Direct Access to Uncovered Native Soil on Undeveloped Portions of the Project Area. To effectively limit access, install fencing or other physical barriers around the identified areas, and post "no trespassing" signs.  ii. Hydroseed or Apply Other Vegetative or Other Cover to Uncovered Areas. Hydroseed or apply other vegetative or other cover to the uncovered areas to reduce the potential for windblown dusts to be generated, and to reduce the potential for individuals to have direct contact with the native soils.  iii. Include Safety Notices in Leases. Notify tenants of occupied portions of the Project Areas of the potential risks involved with the disturbance of existing cover (asphalt, concrete, vegetation) or exposed native soil.  iv. Conduct Periodic Inspections of Open Spaces. Conduct periodic inspections of the Project Area to reduce the illegal occupancy of open areas by transient populations, and to reduce the illegal dumping by unauthorized occupants or off-site populations. Implement additional security measures such as fencing and/or the use of security guards, if inspections show a need.  v. Periodic Monitoring. Perform inspections verifying that risk management measures remain effective by identifying disturbances to cover materials that could result in the exposure of underlying native soil and by identifying areas where temporary fencing or other physical barriers might need to be reinstalled.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	J.01d.	Development Include in the RMP, health and safety training and health protection objectives for workers who may directly contact contaminated soil during construction and/or maintenance, including Cal/OSHA worker safety regulations appropriate to the type of construction activity, location, and risk relative to the potential types of hazards associated with contaminated soil or groundwater, and where appropriate, compliance with Title 8, Group 16, requirements.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	J.01e.	Identify site access controls to be implemented during construction, such as: i. Secure construction site to prevent unauthorized pedestrian/vehicular entry with fencing or other barrier of sufficient height and structural integrity to prevent entry and based upon the degree of control required. ii. Post "no trespassing" signs. iii. Provide on-site meetings with construction workers to inform them about security measures and reporting/ contingency procedures.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

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U	J.01f.	Identify protocols for managing soil during construction, which will include at a minimum: i. The dust controls found in Measure F.02 in Section VI.F, Mitigation Measures: Air Quality. ii. Standards for imported fill (defined as fill brought onto the site from outside the Project Area) that are protective of human health and the aquatic environment and an identified minimum depth of fill to be required for landscaped areas. iii. A requirement that prior to placement, if native soil in the Project Area is to be used on site in any manner that could result in direct human exposure, characterization of the soil be conducted to confirm that it meets appropriate standards approved by the RWQCB and would be appropriate for the intended use. iv. Protocols for managing stockpiled and excavated soils. v. A program for off-site dust monitoring, consisting of real-time monitoring for PM10 concentrations to demonstrate that the health and safety of all individuals not engaged in construction activities would not be adversely affected by chemicals that could be contained in dust generated by soil-disturbing activities.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	J.01g.	Identify protocols for managing groundwater, which will include at a minimum: i. Procedures to prevent unacceptable migration of contamination from defined plumes during dewatering, such as monitoring, counter-pumping, or installing sheetpiles down to Bay Mud before dewatering. ii. Procedures for the installation of subsurface pipelines and other utilities, where necessary, to prevent lateral transmission of chemicals in groundwater. Such procedures could include, but would not be limited to, selection of proper backfill materials and thickness and installation of clay plugs or barrier collars.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	J.01h.	Include SWPPP requirements and BMPs as described in Mitigation Measure K.1 in Section VI.K, Mitigation Measures: Hydrology and Water Quality.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	J.01I.	Include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous materials, previously unidentified contamination, or buried hazardous debris.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	J.01j.	Develop and describe procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, further investigation and removal of USTs or other hazards.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	J.01k.	Establish procedures, as necessary, so that construction activities avoid interfering with any RWQCB-required site investigation and remediation in the free product area.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	J.01l.	Post-Development Except where testing demonstrates that native soils meet standards established by the RWQCB as being protective of human health and the aquatic environment, require that upon project completion, all native soils shall be capped, so as to preclude human contact by using buildings, paved surfaces (such as parking lots, sidewalks, or roadways), or fill of a kind and depth approved by the RWQCB.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SS	J.01m.	Prohibit residences with unrestricted access to soils in front yards or backyards anywhere in the Project Area.	See Compliance Notes for J.01.		X	X	X	X	X	X		X	X	X	X	X	X	X														
U	J.01n.	Prohibit access to native soils for private use. If disturbance of native subsurface soils or groundwater dewatering is planned, carry out these activities in accordance with the elements of the RMP called for in Measures J.01d through J.01k. Following construction or excavation or soil disturbance, restore the cap in accordance with the provisions of the RMP as called for in Measure J.01l.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

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U	J.01o.	Prohibit the use of shallow groundwater within the Project Area for domestic, industrial, or irrigation purposes. Permit installation of groundwater wells within the Project Area only for environmental monitoring purposes. Secure and lock environmental wells installed within the Project Area to prevent unauthorized access to the groundwater. In the event the use of shallow groundwater is proposed, perform an assessment of the risks from direct exposure to the groundwater prior to use and obtain RWQCB or other appropriate regulatory agency approval of the results of the assessment and proposed uses.	See Compliance Notes for J.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>J.02 SITE SPECIFIC RISK EVALUATION</b>																																
SS	J.02.	Carry out a site-specific risk evaluation for each site in a non-residential area proposed to be used for a public school or child care facility; submit to RWQCB for review and approval. If cancer risks exceed 1 x 10 <sup>-5</sup> and/or non-cancer risk exceeds a Hazard Index of 1, carry out remediation designed to reduce risks to meet these standards or select another site that is shown to meet these standards.																			X	X	X	X	X	X	X	X	X	X	X	
<b>K.01 STORMWATER POLLUTION PREVENTION PROGRAM (SWPPP)</b>																																
C	K.01.	Develop and implement a comprehensive Stormwater Pollution Prevention Plan (SWPPP) for all construction activities within the Project Area to avoid and minimize erosion and sedimentation in China Basin Channel and San Francisco Bay and to manage other aspects of the construction site. Include at least the following Best Management Practices, or substantially equivalent measures.	A Conceptual SWPPP was prepared and completed by California Soil & Environmental Consultants Inc. on November 1999. Implementation of the specific measures within the plan may be applied to individual sites as determined by the Environmental Compliance Officer.																													
U	K.01a.	Minimize dust during demolition, grading, and construction by lightly spraying exposed soil on a regular basis.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01b.	Minimize wind and water erosion on temporary soil stockpiles by spraying with water during dry weather and covering with plastic sheeting or other similar material during the rainy season (November to April).	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01c.	Minimize the area and length of time during which the site is cleared and graded.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01d.	Prevent the release of construction pollutants such as cement, mortar, paints and solvents, fuel and lubricating oils, pesticides, and herbicides by storing such materials in a bermed, or otherwise secured, area.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01e.	As needed, install filter fences around the perimeter of the construction site to prevent off-site sediment discharge. Prior to grading the bank slopes of China Basin Channel for the proposed channel-edge treatments, install silt or filter fences to slow water and remove sediment. As needed, properly trench and anchor in the silt or filter fences so that they stand up to the forces of tidal fluctuation and wave action, and do not allow sediment-laden water to escape underneath them.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01f.	Follow design and construction standards found in the Manual of Standards for Erosion and Sediment Control Measures for placement of riprap and stone size.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01g.	Install and maintain sediment and oil and grease traps in local stormwater intakes during the construction period, or otherwise properly control oil and grease discharges.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
U	K.01h.	Clean wheels and cover loads of trucks carrying excavated soils before they leave the construction site.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

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U	K.01I.	Implement a hazardous material spill prevention, control, and clean-up program for the construction period. As needed, the program would include measures such as constructing swales and barriers that would direct any potential spills away from the Channel and the Bay and into containment basins to prevent the movement of any materials from the construction site into water.	See Compliance Notes for K.01.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>K.02 CHANGES IN SANITARY SEWAGE QUALITY</b>																															
U	K.02.	In addition to developing and implementing a Stormwater Management Program for the Central/Bay Basin (see Mitigation Measure K.05), participate in the City's existing Water Pollution Prevention Program. Facilitate implementation of the City's Water Pollution Prevention Program by providing and installing wastewater sampling ports in any building anticipated to have a potentially significant discharge of pollutants to the sanitary sewer, as determined by the Water Pollution Prevention Program of the San Francisco Public Utilities Commission's Bureau of Environmental Regulation and Management, and in locations as determined by the Water Pollution Prevention Program.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>K.03 SEWER IMPROVEMENT DESIGN</b>																															
U	K.03.	Design and construct sewer improvements such that potential flows to the City's combined sewer system from the project do not contribute to an increase in the annual overflow volume as projected by the Bayside Planning Model by providing increased storage in oversized pipes, centralized storage facilities, smaller dispersed storage facilities, or detention basins, or through other means to reduce or delay stormwater discharges to the City system.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>K.04 ALTERNATIVE TECHNOLOGIES TO IMPROVE STORMWATER DISCHARGE QUALITY</b>																															
U	K.04.	Implement alternative technologies or use other means to reduce settleable solids and floatable materials in stormwater discharges to China Basin Channel to levels equivalent to, or better than City-treated combined sewer overflows. Such alternative technologies could include one or more of the following: biofilter system, vortex sediment system, catch basin filters, and/or additional source control measures to remove particulates from streets and parking lots.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>K.05 CENTRAL/BAY BASIN STORMWATER MANAGEMENT PROGRAM</b>																															
C	K.05.	Develop and implement a Stormwater Management Program for the Central/Bay Basin applicable to new and interim development under the Redevelopment Plan if any are contributing to direct discharges of stormwater to near-shore waters. Develop the plan in coordination with City and County of San Francisco agencies such as the Water Pollution Prevention Program of the City and County of San Francisco Public Utilities Commission's (SFPUC) Bureau of Environmental Regulation and Management, and the Clean Water Program. Develop the Stormwater Management Program according to guidelines contained in California Municipal Storm Water Best Management Practice Handbook and in California Industrial/Commercial Storm Water Best Management Practice Handbook. In addition, design the program with Best Management Practices consistent with the minimum control measures pursuant to the proposed Phase II stormwater regulations. Implement the Stormwater Management Program until a city-wide stormwater management program is developed that includes any area contributing to direct discharges of stormwater to near-shore waters.	The Stormwater Management Plan was completed and deemed acceptable in October 2001 by the Department of Public Works. Individual requirements may apply to all sites.																												

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<b>K.06 STRUCTURE PLACEMENT AND DESIGN TO MINIMIZE DANGERS OF FLOODING</b>																														
U	K.06.	Structures in the Project Area should be designed and located in such a way to assure the reasonable safety of structures and shoreline protective devices built in the Bay or in low-lying shoreline areas from the dangers of tidal flooding, including consideration of a rise in relative sea level. Detailed construction specifications to mitigate against impacts of a sea-level rise, however, would require specific flood protection engineering and building analysis by a licensed engineer where structures are proposed below a 99-foot elevation (Mission Bay Datum). Measures include:	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	K.06a.	Setback from the water's edge	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	K.06b.	Install seawalls, dikes, and/or berms during construction of infrastructure	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	K.06c.	Provide for dewatering basements	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	K.06d.	Construct streets and sidewalks above existing grades by reducing the amount of excavation for utilities or basements	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	K.06e.	Use topsoil to raise the level of public open spaces	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	K.06f.	Use half-basements and partially depressed garage levels to minimize excavation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>L.01 SALT MARSH WETLAND HABITAT MITIGATION PLAN</b>																														
SS	L.01.	Prepare and implement a salt marsh wetland habitat mitigation plan in accordance with the San Francisco District, U.S. Army Corps of Engineers Habitat Mitigation Planning Guidelines. Determine the details of the plan through the Section 404 permit process. Nothing in this mitigation measure is intended to constrain the flexibility needed to meet permitting agency requirements, or adjust to variability in field conditions, new information or technology, or other factors. Similarly, this condition is not intended to conflict with or constrain use of more natural alternative Channel edge treatments that are determined feasible and consistent with adopted Redevelopment Agency standards and guidelines applicable to Mission Bay as contained in Design for Development documents.																												
<b>L.02 WETLAND HABITAT AVOIDANCE</b>																														
SS	L.02.	Avoid salt marsh wetland habitat along the China Basin Channel shoreline during installation of suction inlets (and associated piping) used for fire-fighting water supply. Design the storm drain outfalls to minimize scouring and erosion of mudflats in coordination with relevant permitting agencies during the permitting process.																												
<b>L.03 CONSTRUCTION DURING PACIFIC HERRING SPAWNING SEASON</b>																														
SS	L.03.	Do not conduct any construction activities (including movement of heavy equipment or structures by barge or tugboat) with the potential to cause turbidity in Channel or Bay waters during the spawning season of Pacific herring (December 1-March 1).																												
<b>L.04 TURBIDITY PREVENTION</b>																														
SS	L.04.	Require the construction contractor to use shallow-draft tugboats, to prevent turbidity and sediment resuspension caused by tugboat activity in the Channel. Shallow-draft tugboats float higher in the water than deep-draft tugboats. Because they float higher, the tugboat propellers are not as deep under the water surface, and therefore are farther away from the bottom of the Channel. This arrangement has less potential to disturb bottom sediments because the local currents created by the propellers would not extend as deeply into the water column. Require the construction contractor to operate the tugboats at the minimum speed necessary to maintain maneuverability of the barges. Slower speeds would reduce the spin of tugboat propellers, thus minimizing turbidity and sediment resuspension.																												

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<b>L.05 CONSTRUCTION IN CHANNEL</b>																																
SS	L.05.	Confine resuspended sediments from construction activities in the Channel or Bay waters to the work site using submarine silt curtains around pile-driving or outfall construction sites, or silt fences properly anchored and trenched in place at the toe of slope below any grading or rubble-removing activities.																														
<b>L.06 REMOVAL AND DISPOSAL PLAN</b>																																
SS	L.06.	Prepare a written plan for removal and disposal, including a description of any methods incorporated to avoid or minimize potential surface water contamination shall be prepared prior to removing existing support piles from China Basin Channel for the proposed Channel-edge treatments. Submit the plan to the San Francisco Bay Regional Water Quality Control Board for approval before implementation. Implement the plan during construction and have a qualified specialist monitored the plan to ensure adequate performance. Implement this plan during removal of pilings under the direction of a qualified specialist.																														
<b>M.01 TRANSFER SCHOOL SITE</b>																																
SS	M.01.	Transfer the 2.02 acre school site to the San Francisco Unified School District in a developable condition prior to issuance of building permits for residential units that will make the total combined number of dwelling units in Mission Bay North and Mission Bay South equal to or greater than 3,200 dwelling units.																														
<b>M.02 WATER CONSERVATION IN BUILDINGS AND IRRIGATION</b>																																
U	M.02.	Include methods of water conservation in Mission Bay buildings and landscaping. Water Conservation methods include the following:	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.02a.	Install water conserving dishwashers and washing machines in rental apartments and condominiums.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.02b.	Install water conserving dishwashers and water efficient centralized cooling systems in office buildings.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.02c.	Incorporate water efficient laboratory techniques in research facilities where feasible.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.02d.	Provide information to residences and businesses advising methods to conserve water.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.02e.	Install water conserving irrigation systems (e.g., drip irrigation).	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.02f.	Design landscaping using drought resistant and other low-water use plants.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>M.03 EXTEND AUXILIARY WATER SUPPLY SYSTEM</b>																																
SS	M.03.	Extend the Auxiliary Water Supply System (High-Pressure System) through the interior of the Project Area. The routing, design and implementation of the AWSS extensions shall be determined by the Fire Department and the Department of Public Works.	X	X	X	X																										
<b>M.04 SEWERS AND WASTEWATER TREATMENT</b>																																
U	M.04.	Construct a fence around any interim surface detention basins.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>M.05 STORMWATER RUNOFF CONTROL AND DRAINAGE</b>																																
U	M.05.	Drain stormwater runoff (up to a 5-year event) from newly constructed buildings and permanently covered surfaces in the Bay Basin into the City's combined sewer system until installation of a permanent sewer system.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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<b>M.06 CONSTRUCT NEW FIRE STATION AND PROVIDE NEW ENGINE COMPANY</b>																														
U	M.06a.	Construct New Fire Station Construct or pay for the construction of a new fire station in the Mission Bay South Redevelopment Area to house equipment and personnel serving the Project Area south of China Basin Channel, either in a new building or in the vacant Fire Station No. 30 after rehabilitation and expansion of that building. The San Francisco Fire Department shall review each proposed development phase to determine when land for the new fire station shall be transferred and when planning and design for the fire station shall be initiated.	Timing of implementation triggered by City Fire Department review of cumulative development.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
U	M.06b.	Provide New Engine Company Provide or pay for the provision of an engine company and associated Fire Department personnel and equipment, and a truck company and associated personnel and equipment, to serve the Project Area south of China Basin Channel. The San Francisco Fire Department shall review each proposed development phase to determine when the engine company and truck company and related personnel and equipment shall be provided.	Timing of implementation triggered by City Fire Department review of cumulative development.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

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