

**Draft Inactive Park Blocks
Potentially "Applicable" Mitigation Measures**

Mitigation Measures		* Identifies which blocks are not owned by Catellus Development Corporation																																		
<i>The designation herein of a mitigation measure as "applicable" to a block or parcel that has not yet been submitted for development review is based on Catellus's and the City of San Francisco's "best determination" to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.</i>		Applicable Thresholds/ Compliance Notes	NP1	NP2	NP3	NP4	NP5	P1	P2	P3	P5	P6	P7	P8	P9	P10	P11	P12	P13	P15	P16	P17	P18	P19	P20	P21	P22	P23	P24	P26	P27	X1*	X1a*	X2*	X3*	X4*
D.01. LIGHTING AND GLARE																																				
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	X	X	X	X	X	
D.02a. ARCHITECTURAL RESOURCES - EVALUATION OF FIRE STATION NO. 30																																				
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.																																			
D.03. ARCHAEOLOGICAL RESOURCES																																				
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.																																			
D.04. ARCHAEOLOGICAL EXPLORATION PROGRAM																																				
SS	D.04. Develop archaeological exploration programs, consistent with Measure D.03, above, for pre-identified sensitive historic archaeological areas that should include the following:																																			
SS	D.04a. Define specific research parameters and prepare a written study plan in consultation with the ERO and LPAB prior to subsurface exploration, with emphasis on National Register determination of historical signif. and the maximum retrieval of archaeological data.																																			
SS	D.04b. Examine large-scale exposure of soil profiles.																																			
SS	D.04c. Complete detailed field records, including photographs and drawings, to document subsurface soil profiles, archaeological deposits and integrity of such deposits.																																			
SS	D.04d. Complete a detailed report of findings to describe research and exploration methodologies, testing results, all archaeological findings and recommendations for resource management.																																			

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E.14 SEVENTH STREET/16TH STREET																																							
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.																																					
E.15 OWENS STREET/16TH STREET																																							
T/A	E.15a.	Install a new traffic signal.	Construct new signal when 10,400 PM Peak Hour Trips are produced.																																				
E.16 OWENS STREET/MARIPOSA STREET/I-280 OFF-RAMP																																							
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.																																					
E.17 I-280 ON-RAMP/MARIPOSA STREET																																							
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.																																				
E.18 SEVENTH STREET/THE COMMON																																							
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.																																					
E.19 FIFTH STREET/KING STREET																																							
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.																																					
E.21 THIRD STREET																																							
T/A	E.21a.	Widen the west side of Third Street between Berry Street and King Street to accommodate the additional lanes described in Measure E.1.	Street segment improvement shall be implemented 5,500 PM Peak Hour Trips are produced.																																				
T/A	E.21b.	Widen Third Street for approximately one-third the distance between Mariposa Street and 16th Street to accommodate the lane configuration described in Measure E.06.	Street segment improvement shall be implemented 8,200 PM Peak Hour Trips are produced.																																				
SS	E.21c.	In cooperation with the Public Transportation Commission ("PTC") and the Department of Public Works, reconfigure Third Street in the Project Area to accommodate the Third Street light rail transit median while maintaining two travel lanes in each direction and exclusive left-turn lanes at specific locations, as listed in Measures E.06 and E.07.																																					

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E.30 SEVENTH STREET/TOWNSEND STREET																																						
TT	E.30a.	Restripe the southbound, eastbound, and westbound approaches to provide a left-turn lane, a through lane, and a right-turn lane.	Reconstruct intersection when 8,200 PM Peak Hour Trips are produced.																																			
TT	E.30b.	Restripe the northbound approach to provide a left turn lane, a through lane, and a shared right-through lane.																																				
E.31 SEVENTH STREET/BERRY STREET																																						
TT	E.31a.	Restripe the eastbound approach to provide two lanes.	Restripe street when 14,200 PM Peak Hour Trips are produced.																																			
TT	E.31b.	Restripe the northbound approach to provide a shared left-through lane and a through lane and restripe the southbound approach to provide a through lane and a shared right-through lane.	Restripe street when 14,200 PM Peak Hour Trips are produced.																																			
E.32 SEVENTH STREET/NORTH AND SOUTH COMMON STREETS																																						
TT	E.32a.	Restripe the northbound approach to provide two through lanes, and a right-turn lane.	Restripe street when 15,400 PM Peak Hour Trips are produced.																																			
TT	E.32b.	Restripe the southbound approach to provide two through lanes, and a left-turn lane.																																				
E.33 16TH STREET/PORTERO STREET																																						
TT	E.33.	Restripe the eastbound and westbound approaches to provide a left-turn lane, a through lane and a shared right-through lane.	Restripe street when 8,200 PM Peak Hour Trips are produced.																																			
E.34 18TH STREET/VERMONT STREET																																						
SS	E.34.	Install a new traffic signal.																																				
E.35 EIGHTH STREET/TOWNSEND STREET																																						
TT	E.35a.	Eliminate traffic circle and reconfigure intersection.	Reconstruct intersection when 8,200 PM Peak Hour Trips are produced.																																			
TT	E.35b.	Install a new traffic signal.																																				
E.36 THIRD STREET/TOWNSEND STREET																																						
TT	E.36a.	Remove the on-street parking on the westbound approach during the p.m. peak commute period.	Restripe street when 14,200 PM Peak Hour Trips are produced.																																			
TT	E.36b.	Provide an additional westbound through lane during the p.m. peak commute period.																																				
E.38 FOURTH STREET/KING STREET																																						
SS	E.38.	Widen the southbound approach to provide an additional lane, and restripe the intersection to provide one exclusive left-turn lane, one exclusive through lane, one shared right-through lane, and an exclusive right-turn lane for the southbound Fourth Street approach.																																				
E.41 FOURTH STREET																																						
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.																																			
E.42 SEVENTH STREET																																						
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.																																				
E.45 EXTEND N-JUDAH MUNI METRO LINE																																						
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.																																				
E.46 TRANSPORTATION MANAGEMENT ORGANIZATIONS																																						
N/A	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.																																			
N/A	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.																																			

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E.47	TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN																																					
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.																																			
N/A	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.																																			
N/A	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.																																			
N/A	E.47c.	Employee Transportation Subsidies Provide a system of employee transportation subsidies for major employers.	See Compliance Notes for E.47.																																			
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	X			X	X																												
N/A	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.																																			
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	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	X	X	X	X	X	X	X
N/A	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.																																			
N/A	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.																																			

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E.49 Ferry Service																																							
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	X	X	X	X	X	X	X	X	
F.01 TSM MEASURES																																							
U	F.01. Implement measures to decrease vehicle trips, as described in Mitigation Measures E.46 through E.50 in Section V.I.E, Mitigation Measures: Transportation	See Compliance Notes for E.46 - E.50.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
F.02 CONSTRUCTION PM																																							
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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	X	X	X	X	X	X	X	
F.03 TOXIC AIR CONTAMINANTS (TACs)																																							
N/A	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.																																						
F.04 METEOROLOGY STATION																																							
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.																																						
SS	F.04g. At a minimum, take continuous wind speed and direction measurements for a period of at least two years.																																						
F.05 DRY CLEANING FACILITIES																																							
N/A	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.																																						

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H.06 FACILITATE EMERGENCY ACCESS ROUTES																																							
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.													X	X	X	X																						
H.07 CORROSION																																							
U	H.07. Test soils for sulfate and chloride content. If necessary, use admixtures in concrete so it would not be susceptible to attack by sulfates, and/or use coated metal pipes so that pipes would be more resistant to corrosion by chlorides.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
I.01 BIOHAZARDOUS MATERIALS HANDLING GUIDELINES																																							
N/A	I.01. Require businesses that handle biohazardous materials and do not receive federal funding to certify that they follow the guidelines published by the National Research Council and the United States Department of Health and Human Services Public Health Service, National Institutes of Health, and Centers for Disease Control, as set forth in Biosafety in Microbiological and Biomedical Laboratories, Guidelines for Research Involving Recombinant DNA Molecules (NIH Guidelines), and Guide for the Care and Use of Laboratory Animals, or their successors, as applicable.																																						
I.02 USE OF HEPA FILTERS																																							
N/A	I.02. Require businesses that handle biohazardous materials to certify that they use high efficiency particulate air (HEPA) filters or substantially equivalent devices on all exhaust from Biosafety Level 3 laboratories unless they demonstrate that exhaust from their Biosafety Level 3 laboratories would not pose substantial health or safety hazards to the public or the environment. Require such businesses to certify that they inspect or monitor the filters regularly to ensure proper functioning.																																						
I.03 HANDLING OF BIOHAZARDOUS MATERIALS																																							
N/A	I.03. Require businesses handling biohazardous materials to certify that they do not handle or use biohazardous materials requiring Biosafety Level 4 containment (i.e., dangerous or exotic materials that pose high risks of life-threatening diseases or aerosol-transmitted infections, or unknown risks of transmission) in the Project Area.																																						
J.01 RISK MANAGEMENT PLAN(S)																																							
C	J.01. Prior to any site development activities in the Project Area, develop and implement an RWQCB-approved Risk Management Plan or Plans (RMP). The RMP shall address all site development activities and post-development activities and shall include specific measures that would be protective of human health and the aquatic environment. The human health standards to be applied in the RMP are a cumulative cancer risk of 1 x 10 ⁻⁵ and Hazard Index of 1, or more stringent standards as may be required by the RWQCB. Amend the RMPs as required by the RWQCB to reflect new information regarding contamination, land use decisions, or as a result of Article 20 compliance.	The RMP was completed and approved by the RWQCB on May 25, 1999. Demonstration of compliance with the RMP requirements will be as set forth in mitigation measures J.01a-J.01o. Demonstration of compliance with RMP to be noted on site plan project submittals. Implementation of measures will be	X	X	X	X	X	X	X	X	X	X	X	X	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.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	X	X	X	X	X	X	X	

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Potentially "Applicable" Mitigation Measures**

Mitigation Measures			* Identifies which blocks are not owned by Catellus Development Corporation																																		
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U	J.01b.	<p>Pre-Development</p> <p>Include, at a minimum, the following elements in the RMP:</p> <p>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.</p> <p>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:</p> <p>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.</p> <p>Using the specific exposure assumptions identified above, adopt contaminant-specific interim target levels (ITLs) following regulatory risk assessment guidelines established by DTSC and EPA.</p> <p>Compare ITLs to the range of concentrations detected in exposed native soils to identify areas where ITLs are exceeded.</p>	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	X	X	X	X	X
U	J.01c.	<p>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:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	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	X	X	X	X	X
U	J.01d.	<p>Development</p> <p>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.</p>	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	X	X	X	X	X
U	J.01e.	<p>Identify site access controls to be implemented during construction, such as:</p> <p>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.</p> <p>ii. Post "no trespassing" signs.</p> <p>iii. Provide on-site meetings with construction workers to inform them about security measures and reporting/ contingency procedures.</p>	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	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	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	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	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	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	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	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	X	X	X	X	X	X
N/A	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.																																		
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	X	X	X	X	X	X
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	X	X	X	X	X
J.02 SITE SPECIFIC RISK EVALUATION																																					
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 10-5 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.																																			

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K.01 STORMWATER POLLUTION PREVENTION PROGRAM (SWPPP)																																						
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.	X	X	X	X	X	X	X	X	X	X	X	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).	X	X	X	X	X	X	X	X	X	X	X	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.	X	X	X	X	X	X	X	X	X	X	X	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.	X	X	X	X	X	X	X	X	X	X	X	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.	X	X	X	X	X	X	X	X	X	X	X	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.	X	X	X	X	X	X	X	X	X	X	X	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.	X	X	X	X	X	X	X	X	X	X	X	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.	X	X	X	X	X	X	X	X	X	X	X	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.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.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
K.02 CHANGES IN SANITARY SEWAGE QUALITY																																						
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	X	X	X	X	X	X	X	
K.03 SEWER IMPROVEMENT DESIGN																																						
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	X	X	X	X	X	X	X	
K.04 ALTERNATIVE TECHNOLOGIES TO IMPROVE STORMWATER DISCHARGE QUALITY																																						
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	X	X	X	X	X	X	X	

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