

**CALENDAR ITEM  
C86**

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09/17/01  
W 40845  
G. Pelka  
E. Kruger

**CONSIDER REQUEST FOR  
MODIFICATION OF SURFACE ENTRY RIGHTS  
AFFECTING 100 PERCENT RESERVED  
MINERAL INTEREST STATE LAND,  
SAN FRANCISCO COUNTY**

**APPLICANT:**

Esprit de Corp., a California Corporation  
Attn: Ms. Nicola Jones, Senior Vice President  
Corporate and Legal Affairs  
900 Minnesota Street  
San Francisco, CA 94107

**AREA, LAND TYPE, AND LOCATION:**

The land in which the State holds 100 percent reserved mineral interest (RMI) is a total of 1.19 acres, more or less, located within a 3.762 acre, more or less, parcel situated in the city and County of San Francisco, and identified as Lot 1 of Assessor's block 3940 (APN: 3940-001). Esprit de Corp., a California Corporation, (Esprit) is the surface owner of the parcel.

**BACKGROUND:**

In July 2001, Esprit submitted an application to the State requesting modification of the State's right of surface entry for portions of the subject parcel identified as Lot 1, Assessor's block 3940 (APN: 3940-001), containing a total of 3.762 acres, more or less. Portions of Lot 1, described as Parcel A and Parcel B on Exhibit A, attached hereto, containing a total of 1.19 acres, more or less, are subject to the State's 100 percent reserved mineral interest (RMI). The subject parcel is part of the Mission Bay Redevelopment (MBR) Plan within the city and County of San Francisco. The area within the MBR contains a total of approximately 303 acres. The Esprit parcel containing the State's 100 percent RMI is included in the

CALENDAR ITEM NO. **C86** (CONT'D)

southern portion of the planned area. The subject parcel is situated at the corners of 16<sup>th</sup> and Illinois Streets, and has the street address of 499 Illinois Street, San Francisco, California. The MBR plan area number for the Esprit Parcel is X4. The project description for Parcel X4 includes one large building for office space and life science laboratories. The land use designation for the subject parcel is Commercial Industrial/Retail (CI/R). There is no specific zoning number; however, the designation MB CI/R is utilized for this parcel.

The San Francisco Redevelopment Agency (the Agency), in conjunction with the city and County of San Francisco Planning Department served as co-lead agencies for the MBR project. The Agency believes that the development of Mission Bay will provide great benefits to San Francisco and the Bay Area, including increased housing, jobs and open space, and the timely development of Parcel X4 is integral to achieving these benefits. A letter from the Agency, urging our cooperation with Esprit, is attached hereto as Exhibit C.

**GEOLOGIC REPORT:**

Accompanying the application was a mineral potential report submitted on behalf of Esprit by Alderman, Slothower & Associates, Mineral Property Appraisers of San Francisco, California. The preparer of the mineral report was Sidney Alderman, California registered geologist #1000. The mineral report concludes that there are no economic mineral deposits of any kind known to exist on or near this site. Based on Commission staff's review of the mineral potential report, other available geologic information, a local land use designation that currently does not allow for mineral development, and the proximity of the property to existing urban areas, staff recommends that the Commission find pursuant to Public Resources Code section 6401(b), that there are no commercially valuable mineral deposits in the upper 500 feet underlying the subject parcels. This finding will permit the orderly use and development of the subject parcels.

**STATUTORY AND OTHER REFERENCES:**

- A. Public Resources Code section 6401(b).
- B. Public Resources Code section 6373.

**OTHER PERTINENT INFORMATION**

- 1. The city and County of San Francisco, as the CEQA Lead Agency,

**CALENDAR ITEM NO. C86 (CONT'D)**

certified the final Subsequent Environmental Impact Report (FSEIR) SCH#97092068 for this project on November 2, 1998.

2. The Applicant has filed with the Commission copies of the Plan of Development which have been distributed as follows:
  - a) One copy to the Chief Clerk of the Assembly, and
  - b) One copy to the Secretary of the Senate.
3. The California State Lands Commission staff has reviewed such documentation and the adopted Mitigation Monitoring Program.
4. CEQA findings made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, sections 15091) are contained in the FSEIR. The Statement of Overriding Considerations made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, section 15093) is also contained in the FSEIR.

**EXHIBITS:**

- A. Land Description and Site Map
- B. Notice of Determination, CEQA Findings and Statement of Overriding Considerations and Mitigation Monitoring Program.
- C. San Francisco Redevelopment Agency letter to Commission staff dated July 5, 2001.

**PERMIT STREAMLINING ACT DEADLINE:**

N/A

**RECOMMENDED ACTION:**

IT IS RECOMMENDED THAT THE COMMISSION:

**CEQA FINDINGS:**

1. FIND THAT A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (FSEIR) WAS PREPARED AND CERTIFIED FOR THIS PROJECT BY THE CITY AND COUNTY OF SAN FRANCISCO AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

CALENDAR ITEM NO. C86 (CONT'D)

2. ADOPT THE FINDINGS MADE IN CONFORMANCE WITH TITLE 14, CALIFORNIA CODE OF REGULATIONS, SECTIONS 15091 AND 15096(h), AS CONTAINED IN EXHIBIT B, ATTACHED HERETO.
3. ADOPT THE STATEMENT OF OVERRIDING CONSIDERATIONS MADE IN CONFORMANCE WITH TITLE 14, CALIFORNIA CODE OF REGULATIONS, SECTION 15093, AS CONTAINED IN EXHIBIT B, ATTACHED HERETO.

**PRC 6401(b) FINDINGS:**

FIND THAT THE MINERAL DEPOSITS IN THE SUBJECT PARCELS ARE NOT COMMERCIALY VALUABLE IN AND ABOVE A PLANE LOCOTED 500 FEET BELOW THE SURFACE OF THE PROPRTY AS SHOWN IN EXHIBIT A, ATTACHED HERETO.

**AUTHORIZATION:**

AUTHORIZE THE EXECUTIVE OFFICER TO EXECUTE AND DELIVER TO APPLICANT A RELEASE OF THE RIGHT OF SURFACE ENTRY, SURRENDERING ANY AND ALL RIGHTS TO SURFACE ENTRY THAT THE STATE MAY HAVE TO ENTER UPON THOSE LANDS DESCRIBED IN EXHIBIT A, ATTACHED HERTO, AND BY REFERENCE MADE A PART HEREOF, IN AND ABOVE A PLANE 500 FEET BELOW THE SURFACE, AS REQUESTED BY THE SURFACE OWNER, ESPRIT DE CORP.

AUTHORIZE THE EXECUTIVE OFFICER OR HIS DESIGNEE TO EXECUTE ANY DOCUMENTS NECESSARY TO IMPLEMENT THE COMMISSION'S ACTION.

AUTHORIZE COMMISSION STAFF TO COMPLETE SUCH MINISTERIAL TASKS AS NECESSARY TO CARRY OUT THE PURPOSES OF THE COMMISSION'S ACTION.

Exhibit A

## Land Description

W40845

All that real property situate in the City and County of San Francisco, State of California, being those parcels conveyed by the State of California in the deed recorded December 3, 1953 in Book 6276 at Page 516, Official Records of San Francisco County, and described as follows:

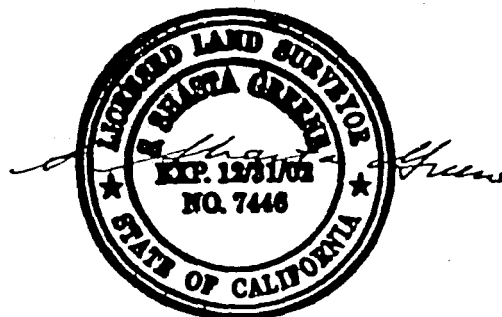
Parcel A

Beginning at a point on the southerly line of Sixteenth Street produced easterly at a distance of 80 feet east of the intersection of the said southerly line of Sixteenth Street with the westerly line of Illinois Street; thence easterly along the said southerly line of Sixteenth Street produced easterly for a distance of 70 feet; thence southerly at right angles 400 feet; thence westerly at right angles 70 feet; thence northerly at right angles 400 feet to the point of beginning.

Parcel B

Beginning at a point on the northerly line of Seventeenth Street, produced easterly at a distance of 80 feet east of the intersection of the said northerly line of Seventeenth Street with the westerly line of Illinois Street; thence easterly along said northerly line of Seventeenth Street North  $85^{\circ}45'$  East 319.58 feet; thence South  $25^{\circ}47'$  West 92.41 feet; thence South  $85^{\circ}45'$  West 273.33 feet to a point 80 feet easterly from the westerly line of Illinois Street measured at right angles thereto; thence North  $4^{\circ}15'$  West 80 feet to the point of beginning.

This description was prepared from record data in July 2001.

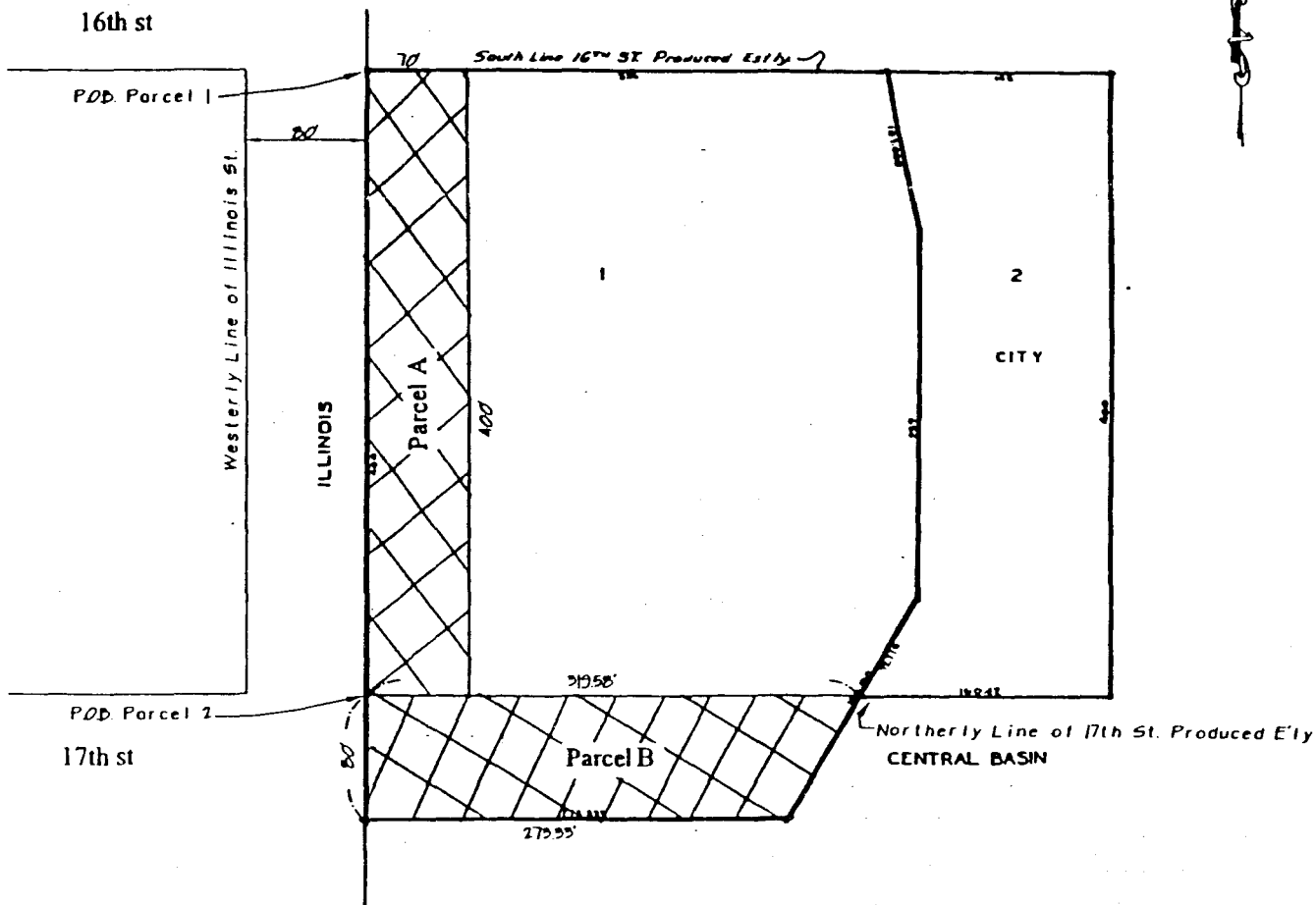


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NO SCALE

## SITE MAP

PAGE 2 of 2



### Modification of Surface Entry

NO SCALE

## LOCATION MAP



This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any state interest in the subject or any other property.

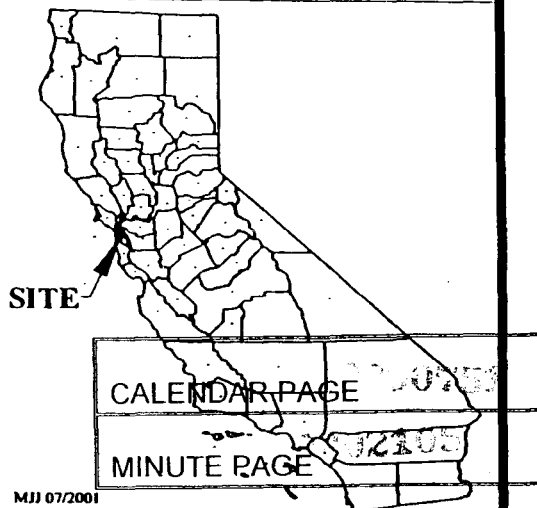
Exhibit A

W 40845

ESPIRIT

APN 3940-001

SAN FRANCISCO COUNTY



MJJ 07/2001



# PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378 PLANNING COMMISSION FAX: 558-6409 ADMINISTRATION FAX: 558-6424 CURRENT PLANNING/ZONING FAX: 558-6409 LONG RANGE PLANNING FAX: 558-6426

## NOTICE OF DETERMINATION Mission Bay Redevelopment Plans Page 2

ENDORSED  
FILED  
San Francisco County Clerk

DEC 07 1998

NOV 03 1998

Lead Agency: City and County of San Francisco, Department of City Planning,  
1660 Mission Street, San Francisco CA 94103-2414  
and  
San Francisco Redevelopment Agency  
770 Golden Gate Avenue, San Francisco, CA 94102

Nancy Alfaro, County Clerk

BY: MAJESTIC

Contact Person: Paul S. Deutsch

Telephone: (415) 558-6383

Project Applicant: San Francisco Redevelopment Agency; Catellus Development Corporation, 201 Mission St., S.F. CA 94105

The City and County of San Francisco Board of Supervisors approved the project on November 2, 1998. A copy of the documents may be examined in the files listed above at the Clerk of the Board of Supervisors, Room 308, 401 Van Ness Ave. for Board of Supervisors final approvals; at the Planning Department and Redevelopment Agency addresses shown above for respective final approvals of those agencies; and at the Port of San Francisco offices at the Ferry Building, The Embarcadero at Market Street, for Port final approvals.

1. An Environmental Impact Report has been prepared and certified pursuant to the provisions of CEQA. It is available to the public and may be examined at the Office of Environmental Review at the above address.
2. A determination has been made that the project in its approved form will have a significant effect on the environment and findings were made pursuant to Section 15091 and a statement of overriding considerations was adopted.
3. Mitigation Measures were made a condition of approval.
4. The Department of Fish and Game FEE of \$850 for an EIR IS OWED.

Sincerely,

Gerald G. Green  
Director of Planning

by Hilary E. O'Neil  
Environmental Review Officer

Sincerely,

Gloria Young  
Clerk, Board of Supervisors

cc: S.C. Hestor 870 Market St. #1121, San Francisco CA 94102  
Project Sponsor: SFRA; Catellus Development Corp.

CALENDAR PAGE

MINUTE PAGE



# PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION

FAX: 558-6409

ADMINISTRATION

FAX: 558-6425

CURRENT PLANNING/ZONING

FAX: 558-6409

LONG RANGE PLANNING

FAX: 558-6425

DEC 10 1998  
CITY & COUNTY OF SF  
DEPT OF CITY PLANNING

## NOTICE OF DETERMINATION

75077

DEC 07 1998

ENDORSED  
FILED

San Francisco County Clerk

NOV 03 1998

Nancy Alfaro, County Clerk

BY: Marina Gatus

☒ State of California  
Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814  
State Clearinghouse No.: 97092068

☒ County Clerk, City and County of San Francisco  
875 Stevenson Street, Room 100  
San Francisco CA 94102

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources and San Francisco requirements, this Notice of Determination is transmitted to you for filing. At the end of the posting period, please return this Notice to the Contact Person with a notation of the period it was posted.

**File Number and Project Title:** 96.771E: Mission Bay Subsequent EIR - Mission Bay Redevelopment Plans

**Address:** Approximately 303 acres located generally south of Townsend Street, east of Seventh Street and I-280 freeway, north of Mariposa Street, and west of Terry A. Francois Boulevard and Third Street; Mission Bay North and South are north and south of China Basin Channel, respectively.

**Project Description:** Adoption of Mission Bay North and Mission Bay South Redevelopment Plans, land transfer agreements, and associated documents, actions and approvals to develop an urban mixed-use community consisting of residential, commercial, light industrial, educational (a major new University of California San Francisco site), and open space uses, with associated parking and loading spaces and supporting infrastructure (including new streets and sewers), community facilities, and other public improvements. These documents and actions include:

(1) San Francisco Board of Supervisors final approvals (referenced by file number): affirming certification of Final Subsequent EIR (98-1426); adopting CEQA Findings for various actions (98-1427); rescinding the Mission Bay Plan and amending the General Plan (98-1428); amending the Planning Code (98-1429); amending the Zoning Map (98-1430); amending the Subdivision Code (98-1431); approving the Mission Bay North Tax Allocation Agreement (98-1432); approving the Mission Bay South Tax Allocation Agreement (98-1433); approving a land donation agreement for a UCSF Campus (98-1434); approving the Amended and Restated Mission Bay land transfer agreement (98-1435); approving the Amended and Restated Mission Bay Port Land Transfer Agreement (98-1436); approving the Amended and Restated Mission Bay Agreement Concerning the Public Trust (98-1437); approving transfer of administrative jurisdiction over certain Port property (98-1438); approving termination of the Mission Bay Transportation Projects Agreement (98-1439); adopting the Mission Bay North Redevelopment Plan including an Interagency Cooperation Agreement (98-1440); adopting the Mission Bay South Redevelopment Plan including an Interagency Cooperation Agreement (98-1441); authorizing settlement with defendant 1900 Third Street LLC (98-1500); approving license agreement with 1900 Third Street LLC (98-1501); vacating certain street areas (98-1333); and approving findings in response to the written objections to the Mission Bay South Redevelopment Plan (98-1774);

(2) Other final approvals of the San Francisco Redevelopment Agency Commission (referenced by San Francisco Redevelopment Agency Resolution number): Approving the Report to the Board of Supervisors on the Mission Bay North Redevelopment Plan (184-98); approving the Design for Development for the Mission Bay North Redevelopment Project Area (186-98); approving Owner Participation Rules and Business Reference Program for the Mission Bay North Redevelopment Project Area (187-98); authorizing execution of an Owner Participation Agreement and Related Documents for the Mission Bay North Redevelopment Project Area (188-98); approving the Report to the Board on the Mission Bay South Redevelopment Plan (189-98); approving the Design for Development for the Mission Bay South Redevelopment Project Area (191-98); approving Owner Participation Rules and Business Reference Program for the Mission Bay South Project Area (192-98); authorizing execution of an Owner Participation Agreement and Related Documents for the Mission Bay South Redevelopment Project Area (193-98); adopting an Affordable Housing Policy for the proposed Mission Bay North and Mission Bay South Redevelopment Project Areas (194-98); and authorizing execution of a lease between the City and County of San Francisco and the Agency (195-98);

(3) Other final approvals of the San Francisco Planning Commission (referenced by San Francisco Planning Commission Resolution number): Adopting the 1990 Mission Bay Plan as Mission Bay Guidelines (14703);

(4) Other final approvals of the San Francisco Port Commission (referenced by San Francisco Port Commission Resolution number): Adopting Waterfront Land Use Plan amendments (98-89); and

(5) Various other implementing actions related thereto undertaken by various departments and commissions, including the Redevelopment Agency Commission, Planning Commission, Port Commission, Public Utilities Commission, Building Inspection Commission, Public Transportation Commission, Department of Public Works and Department of Health.

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0002107



1 [CEQA F. 3]

2 ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING  
3 CONSIDERATIONS) PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT  
4 AND STATE GUIDELINES IN CONNECTION WITH ADOPTION OF THE MISSION BAY  
5 NORTH AND MISSION BAY SOUTH REDEVELOPMENT PLANS AND VARIOUS OTHER  
6 ACTIONS NECESSARY TO IMPLEMENT SUCH PLANS  
7

8 WHEREAS, the proposed Mission Bay North and South Redevelopment Areas are  
9 generally bounded by Townsend Street, Seventh Street and Interstate 280, Mariposa Street,  
10 Terry A. Francois Boulevard and Third Street ("Plan Areas"); and

11 WHEREAS, the Plan Areas comprise approximately 303 acres of an underutilized and  
12 underdeveloped industrial area characterized by deteriorated, obsolete or dysfunctional  
13 buildings and a lack of infrastructure in the Mission Bay South Project Area; and

14 WHEREAS, the Planning Department ("Department") and the Redevelopment Agency  
15 ("Agency") have undertaken a planning and environmental review process for the proposed  
16 Plan Areas and other uses in the Plan Areas and provided for appropriate public hearings  
17 before the Planning Commission and the Redevelopment Agency Commission; and

18 WHEREAS, the actions listed in Attachment A hereto (the "Actions") are part of a  
19 series of considerations in connection with adoption of the Redevelopment Plans (the  
20 "Project"), as more particularly defined in Attachment A hereto; and

21 WHEREAS, on April 11, 1998, the Department and the Agency released for public  
22 review and comment the Draft Subsequent Environmental Impact Report for the Project; and

23 WHEREAS, the Planning Commission and the Redevelopment Agency Commission  
24 held a joint public hearing on the Draft Environmental Impact Report on May 12, 1998 and  
25 further written public comments were received until 5:00 p.m. on June 9, 1998; and

SUPERVISOR YAKI, TENG  
BOARD OF SUPERVISORS

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1 WHEREAS, a Final Subsequent Environmental Impact Report ("FSEIR") for the Project  
2 has been prepared by the Department and Agency consisting of the Draft Environmental  
3 Impact Report, the comments received during the review period, any additional information  
4 that became available and the Draft Summary of Comments and Responses, all as required  
5 by law; and

6 WHEREAS, the FSEIR files and other Project-related Department and Agency files  
7 have been available for review by this Board of Supervisors and the public, and those files  
8 are part of the record before this Board of Supervisors; and

9 WHEREAS, on September 17, 1998, the Planning Commission and the  
10 Redevelopment Agency Commission reviewed and considered the FSEIR and, by Motion  
11 No. 14696 and Resolution No. 182-98, respectively, found that the contents of said report and  
12 the procedures through which the FSEIR was prepared, publicized and reviewed complied  
13 with the provisions of the California Environmental Quality Act ("CEQA") and the CEQA  
14 Guidelines and Chapter 31 of the San Francisco Administrative Code; and

15 WHEREAS, by Motion No. 14696 and Resolution No. 182-98, the Planning  
16 Commission and the Redevelopment Agency Commission, respectively, found that the  
17 FSEIR was adequate, accurate and objective, reflected the independent judgment and  
18 analysis of each Commission and that the summary of Comments and Responses contained  
19 no significant revisions to the draft Subsequent Environmental Impact Report, adopted  
20 findings of significant impacts associated with the Project and certified the completion of the  
21 Final Subsequent Environmental Impact Report for the Project in compliance with CEQA and  
22 the CEQA Guidelines; and

23 WHEREAS, the Department and Agency prepared proposed Findings, as required by  
24 CEQA, regarding the alternatives and variants, mitigation measures and significant  
25 environmental impacts analyzed in the FSEIR, overriding considerations for approving the

SUPERVISOR YAKI  
BOARD OF SUPERVISORS

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1 Project including all of the actions listed in Attachment A hereto, and a proposed mitigation  
2 monitoring program, which material was made available to the public and this Board of  
3 Supervisors for the Board of Supervisors' review, consideration and actions; now, therefore,  
4 be it

5 RESOLVED, that the Board of Supervisors reviewed and considered Planning  
6 Commission Motion No. 14696 certifying the FSEIR and finding the FSEIR adequate,  
7 accurate and objective, and reflecting the independent judgment and analysis of the Planning  
8 Commission, and affirmed the Planning Commission's certification of the FSEIR by Board of  
9 Supervisors Motion No. 198-137 and be it

10 FURTHER RESOLVED, that the Board of Supervisors finds that (1) modifications  
11 incorporated into the Project and reflected in the Actions will not require important revisions to  
12 the FSEIR due to the involvement of new significant environmental effects or a substantial  
13 increase in the severity of previously identified significant effects; (2) no substantial changes  
14 have occurred with respect to the circumstances under which the Project or the Actions are  
15 undertaken which would require major revisions to the FSEIR due to the involvement of new  
16 significant environmental effects, or a substantial increase in the severity of effects identified  
17 in the FSEIR; and (3) no new information of substantial importance to the Project or the  
18 Actions has become available which would indicate (a) the Project or the Actions will have  
19 significant effects not discussed in the FSEIR, (b) significant environmental effects will be  
20 substantially more severe; (c) mitigation measures or alternatives found not feasible which  
21 would reduce one or more significant effects have become feasible; or (d) mitigation  
22 measures or alternatives which are considerably different from those in the FSEIR would  
23 substantially reduce one or more significant effects on the environment; and be it

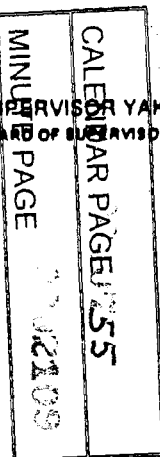
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SUPERVISOR YAKI  
BOARD OF SUPERVISORS

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10/10/98

1 FURTHER RESOLVED, that the Board of Supervisors has reviewed and considered  
2 the FSEIR and hereby adopts the Project Findings attached hereto as Attachment A,  
3 including its Exhibits 1 and 2, and incorporates the same herein by this reference.  
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SUPERVISOR YAKI  
BOARD OF SUPERVISORS

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City and County of San Francisco  
Office of the Clerk of  
BOARD OF SUPERVISORS

Veterans Building  
401 Van Ness Avenue, Room 308  
San Francisco, CA 94102-4532

Your attention is hereby directed to the following passed by the Board of Supervisors of the City and County of San Francisco:

I, Gloria L. Young, Clerk of the Board of the City and County of San Francisco, California do hereby certify that the annexed Resolution No. 854-98 is a full, true and correct copy of the original thereof on file in this office.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of the City and County of San Francisco, California this 5th day of November, A.D., 1998.

Gloria L. Young  
Clerk of the Board  
City and County of San Francisco

By *Jean Lum*

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City and County of San Francisco  
 and Yerba Buena Islands  
 Board of Supervisors  
 Resolution

File Number: 981427

to Passed:

Resolution adopting environmental findings (and a statement of overriding considerations) pursuant to the California Environmental Quality Act and State Guide Mission Bay North and Mission Bay South Redevelopment, and various other actions necessary to implement such plans

Number 19, 1998 Board of Supervisors — ALEXP(1:1)

Agenda: 9 - Agenda Item, Brown, Katz, Leno, Medina, Fong, Yaki, Yee  
 Absent: 1 - Newman  
 Discussed: 1 - Kaufman

File No. 981427

OCT 30 1998  
 Date Approved

I hereby certify that the foregoing resolution was adopted by the Board of Supervisors of the City and County of San Francisco.

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CALIFORNIA	MINUTE PAGE

*Willie L. Brown Jr.*  
 Mayor Willie L. Brown Jr.

## ATTACHMENT A

### MISSION BAY CEQA FINDINGS

#### BOARD OF SUPERVISORS

#### FOR THE CITY AND COUNTY OF SAN FRANCISCO

### I. INTRODUCTION

The following findings are hereby adopted by the Board of Supervisors of the City and County of San Francisco ("Board of Supervisors") with respect to the Mission Bay Final Subsequent Environmental Impact Report ("FSEIR"), pursuant to the requirements of the California Environmental Quality Act, California Public Resources Sections 21000 et seq. ("CEQA"), the Guidelines for Implementation of CEQA, 15 California Code of Regulations Sections 15000 et seq., (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code.

The Project is described in Article II, below. The actions to be taken by the Board of Supervisors in connection with the Project ("Actions") are described in Article III, below.

Article IV of this document sets forth the basis for approval of the Project, and the economic, legal, technological, social and other considerations which support the rejection of the elements of the Alternatives and Variants analyzed in the FSEIR which were not incorporated into the Project.

Article V sets forth findings as to the disposition of each of the mitigation measures proposed in the FSEIR. These findings fall into three categories: (1) measures recommended for adoption by the Board of Supervisors exactly as proposed in the FSEIR and which can be implemented by City Agencies; (2) measures proposed in the FSEIR and recommended by the Board of Supervisors for modification or rejection and which can be implemented by City Agencies; and (3) measures proposed in the FSEIR and recommended by the Board of Supervisors for adoption or rejection and which are enforceable by agencies other than City agencies. Where measures are modified, the modified language is indicated in the text. Exhibit 1, attached to these findings, contains the Mitigation Monitoring and Reporting Program. The full text of the mitigation measures as proposed in the FSEIR is set forth in Exhibit 2, attached hereto.

Article VI identifies the unavoidable, significant adverse environmental impacts of the Project which have not been mitigated to a level of insignificance by the adoption of mitigation measures as provided in Article V, above.

Article VII contains a Statement of Overriding Considerations, setting forth specific reasons in support of the Board of Supervisors' Actions and its rejection of elements of the Mitigation Measures, Alternatives and Variants not incorporated in the Project.

MINUTE PAGE

## II. PROJECT DESCRIPTION

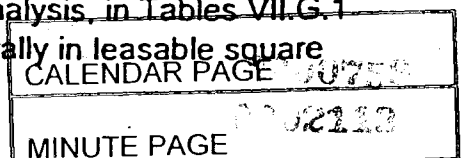
### A. Project Approvals

The Project requires a series of approvals that define the terms under which the Project will occur. It includes the following major permits and approvals and related and collateral actions: (1) Mission Bay North and Mission Bay South Redevelopment Plans and related Interagency Cooperation Agreements; (2) Mission Bay North and Mission Bay South Design for Development Documents; (3) Amendments to the General Plan of the City and County of San Francisco, including rescission of the Mission Bay Plan and adoption of the Mission Bay Plan as Planning Commission Guidelines applicable to property outside the Plan Areas; (4) Amendments to the Zoning Map of the City and County of San Francisco; (5) Amendments to Article 9 of the Planning Code of the City and County of San Francisco; (6) General Plan and Planning Code Section 101.1 Consistency Determinations; (7) Amendments to the Waterfront Land Use Plan; (8) Amendment of the San Francisco Subdivision Code and Regulations; (9) Street Vacations; (10) Mission Bay North and South Owner Participation Agreements, including Owner Participation Rules and Business Occupant Re-entry Preference Program; (11) Amended and Restated City Land Transfer Agreement; (12) Amended and Restated Port Land Transfer Agreement; (13) Amended and Restated Agreement Concerning the Public Trust; (14) UCSF Land Donation Agreement; (15) Public Trust/Burton Act Findings; (16) Agency Affordable Housing Policy; (17) Agency Lease findings; (18) Transfer of Port Administrative Jurisdiction; (19) Termination of Transportation Projects Agreement; (20) Mission Bay North and Mission Bay South Tax Allocation Agreements; (21) Community Facilities District Resolutions of Formation; and (22) implementation actions associated with the settlement of title disputes and resolution of title matters. These approvals, along with implementation of the Redevelopment Plans, are referred to collectively herein as the "Project".

As described in Article III, only some of the approvals described above are before the Board of Supervisors at this time.

### B. Detailed Project Description/Relationship to FSEIR

The following is a description of the uses contemplated by the Project and the Project's relationship to the FSEIR. The Project is based primarily on the Project Description contained in the FSEIR, plus Variant 1 (Terry A. Francois Boulevard Variant/Expanded Bayshore Open Space Proposal), Variant 2 (Esprit Commercial Industrial/Retail Variant), Variant 3A (Modified No Berry Street Crossing Variant), and Variant 5 (Castle Metals Block Commercial Industrial/Retail Variant) as discussed below. The Project, including these Variants, is substantially as described in the FSEIR Project Description and in FSEIR Chapter VII, Section G, Combination of Variants Currently Under Consideration by the Project Sponsors. The Project land use program is described in gross square feet, consistent with the balance of the FSEIR analysis, in Tables VII.G.1 and VII.G.2 therein. It is also summarized briefly below, generally in leasable square feet, for informational purposes.



The development program for the Project is summarized as follows:

Total Program

Residential (dwelling units):	6,090
Commercial Industrial (leasable square feet):	5,953,600
Retail (leasable square feet)	
• City-serving	219,300
• Entertainment-oriented	400,000
• Local-serving	<u>244,300</u>
Total Retail	863,600
Hotel (rooms)	500
Public open space (acres)	49
Public facilities (acres)	5.2
UCSF (gross square feet)	2,650,000

Mission Bay North Program

Residential (dwelling units)	3,000
Retail (leasable square feet)	
• City-serving	100,000
• Entertainment-oriented	350,000
• Local-serving	<u>55,000</u>
Total Retail	505,000
Public open space (acres)	6
Public facilities (acres)	1.5

Mission Bay South Program

Residential (dwelling units)	3,090
Commercial Industrial (leasable square feet)	5,953,600
Retail (leasable square feet)	
• City-serving	119,300
• Entertainment-oriented	50,000
• Local-serving	<u>189,300</u>
Total Retail	358,600
Hotel (rooms)	500
Public open space (acres)	49

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Public facilities (acres)

3.7

UCSF (gross square feet)

2,650,000

The 863,600 leasable square feet of retail space provides 15,000 leasable square feet of neighborhood-serving retail beyond the program described in the Combination of Variants. As further described in the letter dated September 10, 1998 prepared by the Planning Department, and contained in Planning Department File No. 96.771E, this minor additional development is consistent with the land use program analyzed in the FSEIR and would not result in any new significant effects or cause significant impacts identified in the FSEIR to be substantially more severe.

### III. ACTIONS

The Actions of the Board of Supervisors in connection with the Project include the following approvals: (1) Affirmance of the Planning Commission's certification of the FSEIR; (2) Adoption of CEQA findings, including mitigation measures and a mitigation monitoring program; (23) Amendments to the General Plan of the City and County of San Francisco, including rescission of the Mission Bay Plan; (24) Amendments to the Zoning Map of the City and County of San Francisco; (25) Amendments to Article 9 of the Planning Code of the City and County of San Francisco; (6) Approval of Mission Bay North and Mission Bay South Redevelopment Plans and related Interagency Cooperation Agreements; (7) Amendment of the San Francisco Subdivision Code; (8) Street Vacations; (9) Approval of Amended and Restated City Land Transfer Agreement; (10) Amended and Restated Port Land Transfer Agreement; (11) Approval of Amended and Restated Agreement Concerning the Public Trust; (12) Approval of UCSF Land Donation Agreement; (13) Transfer of Port Administrative Jurisdiction; (14) Termination of Transportation Projects Agreement; (15) Approval of Mission Bay North and Mission Bay South Tax Allocation Agreements; and (16) implementation actions associated with the settlement of title disputes.

### IV. ALTERNATIVES

#### A. Reasons for Selecting the Project

As discussed in Article II.B above, the Project is based on the Project Description analyzed in the FSEIR, plus Variants 1, 2, 3A and 5, incorporated in their entirety. The FSEIR analyzed three Alternatives to the Project, including the "No Project/Expected Growth" Alternative, and five Variants.

Alternative 1 is the "No Project/Expected Growth" Alternative, which reflects a level of development based on existing zoning regulations pursuant to Article 9 of the City Planning Code and the 1990 Mission Bay Plan. The assumed development is consistent with population and employment projected through the year 2015 according to ABAG's Projections '96. Alternative 2 is the "Redevelopment North of Channel/Expected Growth South of Channel Alternative." This alternative is a hybrid consisting of the project proposed in the Project Description for Mission Bay North, and

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Alternative 1 for Mission Bay South. Alternative 3 is the "Residential/Open Space Development" Alternative. This is a modified version of full-build out of Alternative B from the 1990 FSEIR. Alternative 3 is identified in the FSEIR as the "Environmentally Superior Alternative" pursuant to CEQA Sections 21002 and 21081. No redevelopment plans for the Plan Areas were assumed under this Alternative. FSEIR Section VIII.D provides detail about other Alternatives which were considered and rejected as infeasible and therefore were not analyzed in the FSEIR.

The FSEIR also analyzes five Variants: (1) Terry A. François Boulevard Variant/Extended Bayshore Open Space Proposal, (2) Esprit Commercial Industrial/Retail Variant, (3) No Berry Street At-Grade Rail Crossing Variant (including Variant 3A Modified No Berry Street Crossing Variant), (4) Mission Bay North Retail Variant, and (5) Castle Metals Block Commercial Industrial/Retail Variant.

In approving the Project, the Board of Supervisors has carefully considered the attributes and environmental effects of the Project and the Alternatives and Variants discussed in the FSEIR. This consideration, along with the reports from the City staff, and considerable public testimony, has resulted in the Project. The Project achieves the objectives as set forth in the FSEIR and the Redevelopment Plans as follows:

1. Eliminating blighting influences and correcting environmental deficiencies in the Plan Area, including, but not limited to, abnormally high vacancies, abandoned buildings, incompatible land uses, depreciated or stagnant property values, and inadequate or deteriorated public improvements, facilities and utilities.

The Project is a comprehensive mixed-use development program, including substantial new infrastructure, open space and public facilities that address each of these blighting influences. It includes a development program that, if implemented, would eliminate high vacancies, abandoned buildings, incompatible land uses, depreciated or stagnant property values, and inadequate or deteriorated public improvements, facilities and utilities. It also includes a comprehensive environmental remediation program, to be implemented through Risk Management Plans (RMPs), to be approved by the Regional Water Quality Control Board ("RWQCB"), which will address environmental deficiencies in the Plan Area.

2. Retaining and promoting, within the City and County of San Francisco, academic and research activities associated with UCSF, which seeks to provide space for existing and new programs and consolidate academic and support units for many dispersed sites at a single major new site which can accommodate the 2,650,000 square foot program analyzed in the UCSF Long Range Development Plan ("LRDP").

The Project includes an approximately 43-acre site which will accommodate the development program described in the UCSF LRDP.

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On this basis, The Regents has selected Mission Bay as the location for the UCSF major new site among competing sites.

3. Assembling land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Plan Areas.

The Project includes land transfer agreements which would facilitate the assemblage of land into suitable developable parcels. The Project also includes detailed pedestrian, bicycle and vehicular circulation plans designed to accommodate and facilitate development proposed in the Plan Areas.

4. Re-planning, redesigning and developing undeveloped and underdeveloped areas which are improperly utilized.

The Plan Areas now consist of largely vacant and underutilized property. The Project involves the comprehensive replanning and redesigning of the entire Plan Areas to address this underutilization. It also includes Design for Development documents containing detailed design standards and guidelines to ensure that quality urban design is provided throughout the development.

5. Providing flexibility in development of the Plan Areas to respond readily and appropriately to market conditions.

The Redevelopment Plans include broad land use designations to allow a range of appropriate uses within various designations. The Design for Development documents also include sufficient flexibility in their guidelines to respond to a variety of use types. The proposed Mission Bay North and Mission Bay South Owner Participation Agreements (OPAs) are designed to facilitate property transfers in response to market conditions while retaining an appropriate level of discretion and control in the Agency.

6. Providing opportunities for participation by owners in the redevelopment of their properties.

The Project includes proposed OPAs between Catellus and the Agency which provide the terms and conditions for participation by Catellus in the redevelopment of its properties. In addition, the Redevelopment Plans set forth the parameters for future participation by other private property owners in the redevelopment of their properties.

7. Strengthening the community's supply of housing by facilitating economically feasible, affordable housing through installation of needed site improvements and expansion and improvement of the housing supply by construction of approximately 6,090 very low-, low- and moderate-

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income and market-rate units, including approximately 1,700 units of very low-, low- and moderate-income housing.

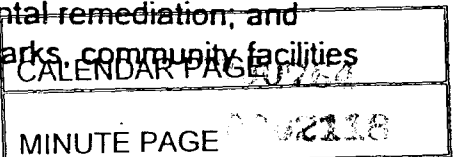
The Project includes the installation of needed site improvements and the expansion and improvement of the housing supply by construction of approximately 6,090 very low-, low- and moderate-income and market-rate units, including approximately 1,700 units of very low-, low- and moderate-income housing. Approximately 28% of the residential units to be developed in the Plan Areas will be affordable housing units, a substantially higher number than required by state law for redevelopment areas.

8. Strengthening the economic base of the Plan Areas and the community by strengthening retail and other commercial functions in the Plan Areas through the addition of approximately 835,000 leasable square feet of retail space, a 500-room hotel and associated uses and about 5,953,600 leasable square feet of mixed office, research and development and light manufacturing uses.

The Project includes a significant retail component of approximately 835,000 square feet of retail space, plus additional retail space to be developed by the Port and the Agency, bringing the total to approximately 363,600 leasable square feet of retail space. The Project would also include a 500-room hotel and associated uses and about 5,953,600 leasable square feet of mixed office, research and development and light manufacturing uses.

9. Facilitating emerging commercial and industrial sectors including those expected to emerge or expand due to the proximity to the new UCSF site, such as research and development, bio-technical research, telecommunications, business service, multi-media services, and related light industrial, through improvement of transportation access to commercial and industrial areas, improvement of safety within the Plan Areas, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.

The Project facilitates emerging commercial and industrial sectors and the employment associated therewith, including highly trained workers, by: providing broad land use categories which could accommodate a variety of such uses; improving transportation access to these areas through the new bicycle, pedestrian and vehicular network and proximity to a variety of transit, including the Third Street light rail system; improving safety within the Plan Areas by removing blighting influences, providing lighting and other safety features; conducting environmental remediation; and providing additional site improvements such as parks, community facilities and other amenities.



10. Facilitating public transit opportunities to and within the Plan Areas to the extent feasible.

The Project is in close proximity to a variety of public transportation modes and has been designed in conjunction with the City, including MUNI, to maximize coordination with existing and proposed transit systems. The Project is also designed with a relatively minimal amount of parking and substantial bicycle parking to encourage use of transit consistent with the City's Transit First Policy. The Project includes Transportation Management Plans for both Plan Areas.

11. Providing land in an amount of approximately 47 acres for a variety of publicly accessible open spaces.

The Project meets and exceeds this objective by providing approximately 49 acres of land for a variety of publicly accessible open spaces, including both passive and active uses.

12. Achieving the objectives described above in the most expeditious manner feasible.

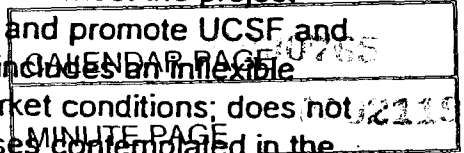
The Project provides the ability to achieve these objectives in an expeditious manner by providing for flexibility in land uses and the ability to respond to market conditions, and by including a variety of detailed implementation programs to facilitate development through the Redevelopment Plans and the OPAs and their attachments, including the Infrastructure Plans, the Housing Programs and the Financing Plans.

#### B. Alternatives Rejected and Reasons for Rejection

The Alternatives and Variants set forth in the FSEIR and listed below are rejected because the Board of Supervisors finds that there is substantial evidence that the specific considerations described in this Article IV.B and in Article VII below make infeasible such Alternatives and Variants.

##### 1. Alternative 1: No Project/Expected Growth

Alternative 1 would not be desirable nor meet the project objectives. Implementation of this Alternative would amount to a continuation of the existing conditions, which is characterized by blighting influences and environmental deficiencies. The current uses and uses permitted under the existing zoning scheme do not provide a feasible opportunity to alleviate these conditions, as is evidenced by the lack of new development in this area over the past 30 years, despite entitlements including a zoning scheme and Development Agreement. Alternative 1 further fails to meet the project objectives because it does not provide the opportunity to retain and promote UCSF and the economic and technological benefits associated therewith; includes an inflexible land use scheme which does not allow a ready response to market conditions; does not provide the level of residential, retail or commercial-industrial uses contemplated in the



project objectives within the foreseeable future and does not facilitate emerging commercial-industrial sectors, including those expected to emerge or expand due to proximity to the UCSF site, and the substantial employment opportunities, including those for highly trained workers, associated therewith. The lack of new construction under the current zoning scheme and Development Agreement further suggests that new development, if it were to occur at all, would not be achieved expeditiously.

2. Alternative 2: Redevelopment North of Channel/Expected Growth South of Channel

This Alternative would not be desirable nor meet the project objectives. A redevelopment area would be in place in the North Plan Area, providing some opportunity for alleviation of existing blighting conditions. However, this Alternative, like Alternative 1, would retain the current zoning and would not include a redevelopment plan designation for the South of Channel area. Therefore, it would not meet the objectives for the South Plan Area as described under reasons for rejection of Alternative 1 above.

3. Alternative 3: Residential/Open Space Development

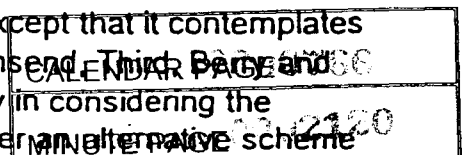
Alternative 3 consists primarily of a substantial residential and open space component. This Alternative was identified as the Environmentally Superior Alternative in the FSEIR. Alternative 3 would meet or exceed the objectives related to provision of housing, including affordable housing, as well as open space. However, this Alternative would not address the important objectives of retaining and promoting UCSF and other commercial-industrial sectors which would be expected to emerge or expand due to their proximity to the new UCSF site, including the economic and technological benefits associated therewith, would not provide flexibility in development of the Plan Areas, and would not include the retail and the other commercial-industrial components described in the project objectives, nor the substantial employment opportunities related thereto, including those for highly trained workers.

4. Variant 3: No Berry Street At-Grade-Rail-Crossing-Variant

This Variant has been superseded by a slightly modified new Variant, Variant 3A, which is proposed as part of the Project. Variant 3 is rejected because the modifications associated with Variant 3A, which provides for an extension of Berry Street south to Common Street, will better facilitate transportation circulation while still improving safety within the Plan Areas by reducing the number of at-grade crossings to one. As compared to Variant 3, Variant 3A also eliminates a significant impact regarding emergency access.

5. Variant 4: (Mission Bay North Retail Variant)

This Variant is substantially the same as under the Project, except that it contemplates changing the mix of uses on the two blocks bounded by Townsend Third Street and Fourth Streets. This Variant was included to provide flexibility in considering the appropriate mix of uses on these blocks and to assess whether an alternative scheme



on these blocks might eliminate any significant traffic impacts that would result from the Project. The analysis concluded that this Variant would not substantially reduce nor eliminate any significant impacts of the Project.

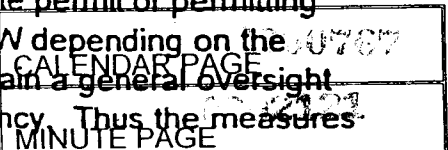
## V. MITIGATION MEASURES

The findings in this section concern mitigation measures set forth in the FSEIR. These findings fall into three categories: (1) a discussion of mitigation measures proposed in the FSEIR and recommended for adoption by the Board of Supervisors, which can be implemented by City agencies including, but not limited to, the San Francisco Redevelopment Agency ("Agency"), the Port of San Francisco ("Port"), the Department of Public Works ("DPW"), the Department of Parking and Traffic ("DPT"), the Department of Planning ("Planning"), the Department of Public Health ("DPH"), the Office of Emergency Services ("OES"), the Fire Department, the San Francisco Public Utilities Commission ("SFPUC"), the Public Transportation Commission ("PTC") and the San Francisco Unified School District; (2) a discussion of mitigation measures proposed in the FSEIR and recommended by the Board of Supervisors for modification or rejection and which could be appropriately adopted and implemented by City agencies; and (3) a discussion of mitigation measures proposed in the FSEIR and recommended by the Board of Supervisors for adoption or rejection which are or would be enforceable by agencies other than City agencies.

All of the mitigation measures discussed in the FSEIR are coded and attached hereto as Exhibit 2. In the text of these findings, mitigation measures adopted by the Board of Supervisors are referenced by the number and topic in Exhibit 2. Mitigation measures within the jurisdiction of other agencies are similarly referenced, together with an indication of the appropriate jurisdiction. Mitigation measures are organized by subject matter in the same order that those subjects appear in the FSEIR. Each measure is followed by a parenthetical which indicates whether it applies to the Mission Bay North Redevelopment Project Area (North), Mission Bay South Redevelopment Project Area (South), or both (North/South).

The Board of Supervisors finds that the mitigation measures recommended for adoption, either as they appear in the FSEIR, or as proposed for modification, are feasible and enforceable through the Project Approvals, or, in the case of UCSF, will be applied in substantially similar form, which finding is further supported by the analysis set forth in the Fiscal and Economic Analysis dated August 24, 1998 prepared by the Sedway Group for the Agency and the City.

The Agency is listed as an implementing agency for the majority of the mitigation measures. As further described in Exhibit 1, the Agency's role is generally limited to oversight through the plan review process to confirm that any relevant measures have been implemented by other City agencies and non-City agencies with jurisdiction over such measures. Where a measure is monitored through the site permit or permitting process, the measure is monitored primarily by DBI and/or DPW depending on the nature of the improvement, but the Agency generally will maintain a general oversight role through its participation as a reviewing and approving agency. Thus the measures



proposed for adoption generally will be implemented by the Agency as well as other City agencies.

A discussion of the measures as they relate to development of the new UCSF site by the Regents is provided in Article V.D below.

**A. MITIGATION MEASURES RECOMMENDED BY THE BOARD OF SUPERVISORS FOR ADOPTION AS PROPOSED AND IMPLEMENTATION BY CITY AGENCIES**

The following measures in the FSEIR have been found by the Board of Supervisors to mitigate, reduce or avoid significant effects and are hereby recommended for adoption and implementation by City agencies, which agencies can and should adopt these measures. The Planning Commission, the Agency, the PTC, the Port, the Building Inspection Commission and the SFPUC have already acted to adopt the measures within their jurisdictions which the Board of Supervisors recommends for implementation below. The Clerk of the Board of Supervisors is hereby directed to transmit copies of these measures to the affected City agencies.

**1. Visual Quality and Urban Design**

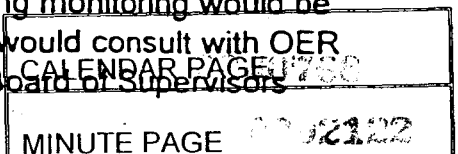
**D.1 Lighting and Glare.** The Agency, the Planning Department and DBI would implement this measure as part of the plan review and site permit processes. The Board of Supervisors recommends that this measure be implemented by the Agency, the Planning Department and DBI. (North/South)

**D.2 Architectural Resources - Evaluation of Fire Station No. 30. (South)**

**D.2.a. Retain Building.** The Agency would require retention of an architectural historian to evaluate the building as part of its plan review prior to demolition or alteration of the structure. If the building is found to be eligible for the National Register, the building should be retained. The Agency will consult with the Planning Department's Office of Environmental Review ("OER") and the Landmarks Preservation Advisory Board ("LPAB") as part of its evaluation. The Board of Supervisors recommends that the Agency and the Planning Department implement this measure.

**D.2.b. Demolition Measures.** The Agency would implement this measure as part of its plan review process, in consultation with OER and the LPAB. The Board of Supervisors recommends that the Agency and the Planning Department implement this measure.

**D.3 Archeological Resources.** The Agency would implement this measure prior to excavation as part of its plan review process, and ongoing monitoring would be implemented as required by the measure. The Agency would consult with OER and the LPAB in implementation of this measure. The Board of Supervisors



recommends that the Agency and the Planning Department implement this measure. (North/South)

- D.4 Archeological Exploration Program. The Agency would implement measures D.4.a-D.4.d as part of its plan review, in consultation with OER and the LPAB. The Board of Supervisors recommends that the Agency and the Planning Department implement these measures. (North/South)
- D.5 Archeological Monitoring at 19th Century City Dump. The Agency would implement this measure as part of its plan review, in consultation with the LPAB. The Board of Supervisors recommends that the Agency and the Planning Department implement this measure. (North/South)
- D.6 Unknown Archeological Remains. The Agency would implement this measure as part of its plan review, in consultation with OER and the LPAB. The Board of Supervisors recommends that the Agency and the Planning Department implement this measure. (North/South)
- D.7 Pedestrian - Level Winds. The Agency would implement this measure as part of its plan review. The Board of Supervisors recommends that the Agency implement this measure. (North/South)

## 2. Transportation

- E.1 Third Street/King Street. The Agency would ensure implementation of measures E.1.a-E.1.c as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. The DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (North/South)
- E.2 Third Street/Berry Street. The Agency would ensure implementation of measures E.2.a-E.2.c as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (North/South)
- E.3 Third Street/Owens Street. The Agency would ensure implementation of measure E.3 as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.4 Third Street/The Common. The Agency would ensure implementation of measure E.4 as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will

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also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)

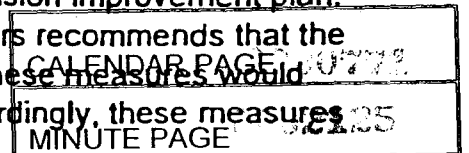
- E.5 Third Street/South Street. The Agency would ensure implementation of measure E.5 as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.6 Third Street/Sixteenth Street. The Agency would ensure implementation of measures E.6.a-E.6.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (South)
- E.7 Third Street/Mariposa Street. The Agency would ensure implementation of measures E.7.a-E.7.c as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (South)
- E.8 Fourth Street/King Street. The Agency would ensure implementation of measures E.8.a-E.8.c as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The PTC would also be involved in implementation of measure E.8.b if it elects to commence service before the Owner's obligation to construct is otherwise triggered. The Board of Supervisors recommends that the Agency, the PTC, DPW, and DPT implement these measures. (North)
- E.9 Fourth Street/Berry Street. The Agency would ensure implementation of measures E.9.a-E.9.d as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The PTC would also be involved in implementation of measure E.9.c if it elects to commence service before the Owner's obligation to construct is otherwise triggered. The Board of Supervisors recommends that the Agency, PTC, DPW and DPT implement these measures. (North)
- E.10 Fourth Street/Owens Street. The Agency would ensure implementation of measure E.10 as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.11 Fourth Street/UCSF Private Street. The Agency would ensure implementation of measure E.11 as part of its plan review, and DPW would ensure

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implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)

- E.12 Fourth Street/Sixteenth Street. The Agency would ensure implementation of measure E.12 as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.13 Fourth Street/Mariposa Street. The Agency would ensure implementation of measures E.13.a-E.13.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (South)
- E.14 Seventh Street/Sixteenth Street. The Agency would ensure implementation of measures E.14.a-E.14.f as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT would also participate in implementation of measure 14.a. The Board of Supervisors recommends that the Agency, DPW and DPT implement these measures. With respect to E.14.f, implementation would also be required by non-City agencies. Accordingly, this measure is also listed in Article V.C below. (South)
- E.15 Owens Street/Sixteenth Street. The Agency would implement measure E.15 as part of its plan review and DPW would implement this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. This measure would also be implemented by non-City agencies. Accordingly, this measure is also listed under Article V.C below. (South)
- E.16 Owens Street/Mariposa Street/I-280 Off-Ramp. The Agency would implement measures E.16.a-E.16.b as part of its plan review and DPW would implement these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. These measures would also be implemented by other non-City agencies. Accordingly, these measures are also listed under Article V.C below. (South)
- E.17 I-280 On-Ramp/Mariposa Street. The Agency would ensure implementation of measures E.17.a-E.17.b as part of its plan review and DPW would ensure implementation of these measures as part of its subdivision improvement plan. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. These measures would also be implemented by other non-City agencies. Accordingly, these measures are also listed under Article V.C below. (South)



- E.18 Seventh Street/The Common. The Agency would ensure implementation of measures E.18.a-E.18.b as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. These measures would also be implemented by other non-City agencies. Accordingly, these measures are also listed under Article V.C below. (South)
- E.19 Fifth Street/King Street. The Agency would ensure implementation of measures E.19.a-E.19.c as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. These measures would also be implemented by other non-City agencies. Accordingly, these measures are also listed under Article V.C below. (North)
- E.21 Third Street. The Agency would ensure implementation of measures E.21.a-E.21.c as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. Consultation with the PTC would also be required for measure E.21.c. The Board of Supervisors recommends that the Agency, PTC, DPW and DPT implement these measures. (North/South)
- E.22 Mariposa Street. The Agency would ensure implementation of measure E.22 as part of its plan review and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. This measure would also be implemented by other non-City agencies. Accordingly, this measure is also listed under Article V.C below. (South)
- E.23. Fourth Street. The Agency would ensure implementation of measures E.23.a-E.23.b as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. Measure E.23.a would involve coordination with and implementation by the PTC. The Board of Supervisors recommends that the Agency, PTC, DPW, and DPT implement these measures. (North/South)
- E.24 King Street. The Agency would ensure implementation of measures E.24.a-E.24.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (North)
- E.25 Owens Street. The Agency would ensure implementation of measures E.25.a-E.25.d as part of its plan review and DPW would ensure implementation of

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these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. Measure E.25.a would involve coordination with and implementation by the PTC. The Board of Supervisors recommends that the Agency, PTC, DPW, and DPT implement these measures. (South)

- E.26 North Common and South Common Streets Connection. The Agency would ensure implementation of measures E.26.a-E.26.b as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. Measure E.26.b would also require coordination with and implementation by DPT and PTC. The Board of Supervisors recommends that the Agency, PTC, DPW, and DPT implement these measures. Measure E.26.a would also require implementation by non-City agencies. Accordingly, this measure is also listed under Article V.C below. (South)
- E.27 MUNI Line 22-Fillmore. The Agency would ensure implementation of this measure as part of its plan review and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. Implementation of this measure would be primarily within the jurisdiction of the PTC. The Board of Supervisors recommends that the Agency, PTC and DPW implement this measure. (South)
- E.28 MUNI L-Line, 30 Stockton or 45-Union/Stockton. The Agency would ensure implementation of measures E.28.a-E.28.d as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. Primary responsibility for implementation of these measures would lie with the PTC. The Board of Supervisors recommends that the Agency, PTC and DPW implement these measures. Measure E.28.a would also require implementation by non-City agencies. Accordingly, this measure is also listed under Article V.C. below. (South)
- E.29 Seventh Street/Brannan Street. The Agency would ensure implementation of measure E.29 as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.30 Seventh Street/Townsend Street. The Agency would ensure implementation of measures E.30.a - E.30.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (North)
- E.31 Seventh Street/Berry Street. The Agency would ensure implementation of measures E.31.a-E.31.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (North)

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- E.32 Seventh Street/North and South Common Street. The Agency would ensure implementation of measures E.32.a-E.32.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (South)
- E.33 Sixteenth Street/Potrero Street. The Agency would ensure implementation of this measure as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.34 Sixteenth Street/Vermont Street. The Agency would ensure implementation of this measure as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (South)
- E.35 Eighth Street/Townsend Street. The Agency would ensure implementation of measures E.35.a-E.35.b as part of its plan review, and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement these measures. (North)
- E.36 Third Street/Townsend Street. The Agency would ensure implementation of measures E.36.a-E.36.b as part of its plan review and DPW would ensure implementation of these measures as part of its review of subdivision and parcel maps. These measures are primarily within the jurisdiction of DPT. The Board of Supervisors recommends that the Agency, DPW and DPT implement these measures. (North)
- E.38 Fourth Street/King Street. The Agency would ensure implementation of this measure as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW adopt and implement this measure. (North)
- E.41 Fourth Street. The Agency would ensure implementation of this measure as part of its plan review, and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DPT will also review the plans. The Board of Supervisors recommends that the Agency, DPT and DPW implement this measure. (North)
- E.42 Seventh Street. The Agency would ensure implementation of this measure as part of its plan review and DPW would ensure implementation of this measure

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as part of its review of subdivision and parcel maps. This measure is primarily within the jurisdiction of DPT. The Board of Supervisors recommends that the Agency, DPW and DPT implement this measure. This measure would also require implementation by non-City agencies. Accordingly, this measure is listed under Article V.C below. (North/South)

**E.45 Extend N-Judah MUNI Metro Line.** The Agency would ensure implementation of this measure as part of its plan review and DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. Primary responsibility for implementation of this measure would be within the jurisdiction of PTC. The Board of Supervisors recommends that the Agency, PTC and DPW implement this measure. (North/South)

**E.46a Transportation Management Organizations.** Measures E.46.a would be implemented by the Agency as part of its first Major Phase approval. Ongoing participation and/or monitoring would be required by various City agencies including the Agency, the PTC, DPW and DPT. The Board of Supervisors recommends that the Agency, PTC, DPW and DPT implement this measure. Measure E.46.b is proposed for modification as set forth below. (North/South)

**E.47 Transportation System Management (TSM) Plan.** Measures E.47.a-E.47.h would be implemented by the Agency as part of its first Major Phase approval. Ongoing participation would be required by various City agencies including the Agency, PTC, DPW and DPT. The Board of Supervisors recommends that the Agency, PTC, DPW and DPT implement these measures. (North/South)

**E.49 Ferry Service.** The Agency would ensure implementation of this measure as part of the first Major Phase approval and the Port would ensure implementation of this measure on an ongoing basis. The Board of Supervisors recommends that the Agency and Port implement this measure. (North/South)

### 3. Air Quality

**F.1 TSM Measures.** Transportation Measures E.46-E.50 would be implemented by the Agency as part of its first Major Phase approval and would also address air quality impacts. Ongoing participation would be required by various City agencies including the Agency, the PTC, DPW and DPT. The Board of Supervisors recommends that the Agency, PTC, DPW and DPT implement these measures. (North/South)

**F.2 Construction PM<sub>10</sub>.** DPW and/or DBI would implement measures F.2.a-F.2.n through the necessary permitting process. The Board of Supervisors recommends that DPW and DBI implement these measures. (North/South)

**F.3 Toxic Air Contaminants (TACs).** DPW and/or DBI would implement this measure, in consultation with DPH, through the site permit process. The Board

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of Supervisors recommends that DPW, DBI and DPH implement this measure.  
(North/South)

F.4 **Meteorological Station.** Measures F.4.a-F.4.g provide for a meteorological station in Mission Bay South. If located outside of the UCSF site, the Agency would implement these measures in consultation with the Bay Area Air Quality Management District ("BAAQMD"). The Board of Supervisors recommends that the Agency implement this measure. These measures are also within the jurisdiction of non-City agencies. Accordingly, these measures are also listed under Article V.C below. (South)

F.5 **Dry Cleaning Facilities.** The Agency would implement this measure, in consultation with DPH and DBI, as part of its plan review. The Board of Supervisors recommends that the Agency, DPH and DBI implement this measure. This measure is also within the jurisdiction of a non-City agency. Accordingly, this measure is also listed under Article V.C below. (North/South)

F.6 **Child-Care Buffer Zones.** The Agency would implement this measure, in consultation with DPH and DBI, as part of its plan review. The Board of Supervisors recommends that the Agency, DPH and DBI implement this measure. The implementation of this measure is also within the jurisdiction of a non-City agency. Accordingly, this measure is also listed under Article V.C below. (North/South)

#### 4. Noise and Vibration

G.1 **Noise Reduction in Pile Driving.** DPW and/or DBI would implement this measure as part of the necessary permitting process. The Board of Supervisors recommends that DPW and DBI implement this measure. (North/South)

G.2. **Potential Vibrations from CalTrain.** DPW and/or DBI would implement this measure as part of the necessary permitting process. The Board of Supervisors recommends that DPW and DBI implement this measure. (North)

#### 5. Seismicity

H.1 **Heavy Equipment Storage.** The Agency would implement this measure, in consultation with OES, prior to issuance of the first Certificate of Occupancy. Updating would be required on a periodic basis. The Board of Supervisors recommends that the Agency and OES implement this measure. (North/South)

H.2. **Emergency Preparedness and Emergency Response.** The Agency would implement this measure, in consultation with OES, prior to issuance of the first Certificate of Occupancy. Updating would be required on a periodic basis. The Board of Supervisors recommends that the Agency and OES implement this measure. (North/South)

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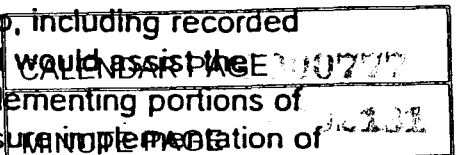
- H.3 **Comprehensive Preparedness and Response Plan.** The Agency would implement this measure, in consultation with OES, prior to issuance of the first Certificate of Occupancy. Updating would be required on a periodic basis. The Board of Supervisors recommends that the Agency and OES implement this measure. (North/South)
- H.4 **Fire Station No. 30.** The Agency and DBI would implement as part of plan review and site or building permit processes, in consultation with the Fire Department. The Board of Supervisors recommends that this measure be implemented by the Agency, DBI and the Fire Department. (North/South)
- H.5 **New Fire Station.** The Agency would implement this measure as part of the plan review process, in conjunction with the City and the Fire Department. The Board of Supervisors adopts this measure and recommends that the Agency and the Fire Department implement this measure. (South)
- H.6 **Facilitate Emergency Access Routes.** The Agency would implement this measure, in consultation with OES, in conjunction with measure H.3. The Board of Supervisors recommends that the Agency and OES implement this measure. (North/South)
- H.7 **Corrosivity.** DPW and/or DBI will implement this measure as part of the site permit process. The Board of Supervisors recommends that DPW and DBI implement this measure. (North/South)

6. Health and Safety

- I.1 **Biohazardous Materials Handling Guidelines.** DBI would implement this measure as part of the building or site permit process, in consultation with DPH. The Board of Supervisors recommends that DBI and DPH implement this measure. (South)
- I.2 **Use of HEPA Filters.** DBI would implement this measure as part of the building or site permit process, in consultation with DPH. The Board of Supervisors recommends that DBI and DPH implement this measure. (South)
- I.3 **Handling of Biohazardous Materials.** DBI would implement this measure as part of the building or site permit process, in consultation with DPH. The Board of Supervisors recommends that DBI and DPH implement this measure. (South)

7. Contaminated Soils

- J.1 **Risk Management Plan(s).** The Agency would ensure implementation of the Risk Management Plan described in measures J.1.a-J.1.g, including recorded deed restrictions, as part of its plan review process. DPH would assist the Regional Water Quality Control Board ("RWQCB") in implementing portions of this mitigation measure. DBI and/or DPW would also ensure implementation of



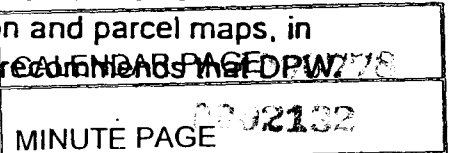


construction-related portions of this measure through the permitting process. The Board of Supervisors recommends that the Agency, DPH, DPW and DBI, as appropriate, ensure implementation of these measures. Implementation of these measures is also within the jurisdiction of a non-City agency, the RWQCB. Accordingly, these measures are also listed under Article V.C below.  
**North/South)**

- J.2 Site-Specific Risk Evaluation.** The Agency, following RWQCB approval, would ensure implementation of this measure as part of its plan review process. DPH would assist the RWQCB in implementing this mitigation measure. The San Francisco Unified School District, DBI and/or DPW, as appropriate, would also ensure implementation of the construction-related portions of this measure through the permitting processes. The Board of Supervisors recommends that the Agency, the San Francisco Unified School District, DPH, DPW and DBI, as appropriate, ensure implementation of this measure with the RWQCB. Implementation of this measure is primarily within the jurisdiction of a non-City agency, the RWQCB. Accordingly, this measure is also listed under Article V.C below.**(North/South)**

**8. Hydrology and Water Quality**

- K.1 Stormwater Pollution Prevention Program (SWPPP).** DPW would implement measures K.1.a-K.1.i as part of its review of subdivision and parcel maps, in consultation with the SFPUC. DBI would also implement this measure through the building or site permit processes. The Board of Supervisors recommends that DPW, DBI, and the SFPUC implement these measures. **(North/South)**
- K.2 Changes in Sanitary Sewage Quality.** DPW would implement this measure as part of its review of subdivision and parcel maps, in consultation with the SFPUC. The Board of Supervisors recommends that DPW and the SFPUC adopt and implement this measure. **(North/South)**
- K.3 Sewer Improvement Design.** DPW would implement this measure as part of its review of subdivision and parcel maps, in consultation with the SFPUC. The Board of Supervisors recommends that DPW and the SFPUC implement this measure. **(North/South)**
- K.4 Alternative Technologies to Improve Stormwater Discharge Quality.** DPW would implement this measure as part of its review of subdivision and parcel maps, in consultation with the SFPUC. The Board of Supervisors recommends that DPW and the SFPUC implement this measure. **(South)**
- K.5 Central/Bay Basin Stormwater Management Program.** DPW would implement this measure as part of its review of subdivision and parcel maps, in consultation with the SFPUC. The Board of Supervisors recommends that DPW and the SFPUC implement this measure. **(South)**



**K.6 Structure Placement and Design to Minimize Dangers of Flooding.** DPW would implement measures K.6.a-K.6.f as part of its review of subdivision and parcel maps, in consultation with the SFPUC. DBI would also implement this measure through its building and site permit processes. The Board of Supervisors recommends that DPW, DBI and the SFPUC implement these measures. (North/South)

**9. China Basin Channel Vegetation and Wildlife**

**L.1. Salt Marsh Wetland Habitat Mitigation Plan.** DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. The Board of Supervisors recommends that DPW ensure implementation of this measure. Implementation of this measure is also within the jurisdiction of non-City agencies. Accordingly, this measure is also listed under Article V.C below. (North/South)

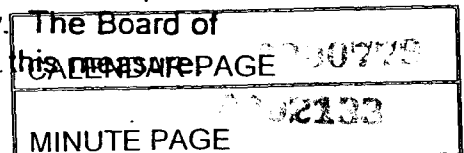
**L.2. Wetland Habitat Avoidance.** DPW would ensure implementation of this measure as part of its review of subdivision and parcel maps. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that DPW and DBI ensure implementation of this measure. Implementation of this measure is also within the jurisdiction of non-City agencies. Accordingly, this measure is also listed under Article V.C below. (North/South)

**L.3. Construction During Pacific Herring Spawning Season.** DPW would implement this measure as part of its review of subdivision and parcel maps. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that DPW and DBI implement this measure. (North/South)

**L.4. Turbidity Prevention.** DPW would implement this measure as part of its review of subdivision and parcel maps. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that DPW and DBI implement this measure. (North/South)

**L.5. Construction in Channel.** DPW would implement this measure as part of its review of subdivision and parcel maps. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that DPW and DBI implement this measure. (North/South)

**L.6. Removal and Disposal Plan.** DPW would implement this measure as part of its review of subdivision and parcel maps. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that DPW and DBI implement this measure. (North/South)



10. Community Services and Utilities

- M.2. Include Water Conservation in Buildings and Landscaping. DPW and/or DBI would implement measures M.2.a-M.2.f as part of the permitting process. The Board of Supervisors recommends that DPW and DBI implement these measures. (North/South)
- M.3. Extend Auxiliary Water Supply System. The Agency would implement this measure as part of its plan review and DPW would implement this measure as part of its review of subdivision and parcel maps. This would be implemented in consultation with the Fire Department. The Board of Supervisors recommends that the Agency, DPW and the Fire Department implement this measure. (North/South)
- M.4. Sewers and Waste Water Treatment. The Agency would implement this measure as part of its plan review, and DPW would implement this measure as part of its review of subdivision and parcel maps, in consultation with the SFPUC. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that the Agency, DPW, DBI and the SFPUC implement this measure. (South)
- M.5. Stormwater. The Agency would implement this measure as part of its plan review and DPW would implement this measure, in consultation with the SFPUC, as part of its review of subdivision and parcel maps. DBI would also ensure implementation of this measure through its building or site permit review. The Board of Supervisors recommends that the Agency, DPW, DBI and the SFPUC implement this measure. (South)

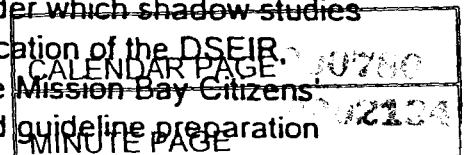
B. MITIGATION MEASURES RECOMMENDED FOR ADOPTION AS MODIFIED AND WHICH WILL BE IMPLEMENTED BY CITY AGENCIES, OR MITIGATION MEASURES RECOMMENDED FOR REJECTION

• Mitigation Measures Recommended for Adoption as Modified

This section recites mitigation measures which are recommended for adoption in modified form. The nature and reason for each modification is set forth. To the extent that the mitigation measure is modified, it is rejected in its original form either for purposes of clarification or because the measure has been more clearly defined through the Project Approvals. The Board of Supervisors finds that the modifications would not result in any new, or substantial increase in, significant impacts.

1. Visual Quality and Urban Design

- D.8 Shadows. This measure describes circumstances under which shadow studies will be required for the Project. Since the date of publication of the DSEIR, shadow studies were conducted in conjunction with the Mission Bay Citizens Advisory Committee as part of the design standard and guideline preparation



process. Based upon these studies, the Agency has determined that development complying with the design standards in the Design for Development documents related to height, bulk, and coverage and street walls will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of day. Shadow fan studies conducted as part of the Initial Study process previously established that the Project will not have any significant, adverse shadow impacts because it will not cast any shadows in violation of Proposition K, the Shadow Ban Ordinance. The shadow studies prepared for the Design for Development documents further establish that any shadows would be appropriately limited. Accordingly, Measure D is modified as follows to reflect the process for shadow studies outlined in the Design for Development documents:

"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 per day from March to September between 10 a.m. and 4 p.m."

The Agency would implement this measure as part of its plan review. The Board of Supervisors recommends that the Agency implement this measure as modified. (North/South)

2. Transportation

E.46.b Transportation Coordinating Committee. This measure provides that the City should 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. The Mission Bay TCC would work closely with the San Francisco Giants concerning issues related to parking and traffic that would affect both Mission Bay employees, visitors, and residents, as well as ballpark patrons. It is also appropriate to include surrounding neighborhood organizations in the TCC to address area-wide transportation planning issues and coordinate with other uses and neighborhoods in nearby areas. Accordingly, this measure is modified to include surrounding neighborhood organizations on the TCC. Ongoing participation and/or monitoring would be required by various City agencies including the PTC, the Agency, DPW and DPT. The Board of Supervisors recommends that the Agency, PTC, DPW and DPT implement this measure as modified. (North/South)

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**E.50 Flexible Work Time/Telecommuting.** This measure provides that, where feasible, employees be offered the opportunity to work on flexible schedules and/or telecommute. This measure is properly considered as part of a menu of measures to be addressed in the Transportation Management Plans (TMP). Accordingly, this measure is modified to the extent that it is renumbered as Measure E.47.i and included as an element to be considered in the TMP. Measure E.47.i would be implemented by the Agency as part of its first Major Phase approval. The Board of Supervisors recommends that the Agency implement this measure as modified. (South)

**3. Community Facilities and Utilities**

**M.1 Transfer School Site.** The FSEIR indicates that this measure applies to both Plan Areas. However, while this measure includes both North and South residential development in its threshold calculation, the actual implementation of the measure applies solely to Mission Bay South, where the school site is located. As a matter of clarification, the notation after the measure is modified to refer only to the South. This measure would be implemented by the Agency as part of its plan review, in consultation with the SFUSD. The Board of Supervisors recommends that the Agency and SFUSD implement this measure as modified. (South)

**M.6 Construct New Fire Station and Provide New Engine Company.** Measures M.6.a-M.6.b provide for construction of a new fire station and provision of a new engine company. This measure is required primarily to address significant seismic (primarily access-related) and community facilities issues associated with development in Mission Bay South. Accordingly, these measures are modified to reflect that they apply only to Mission Bay South, consistent with Measure H.5. The Agency would implement measures M.6.a. – M.6.b in consultation with the City and the Fire Department. The Board of Supervisors recommends that the Agency and the Fire Department implement these measures as modified. (South)

• **Measures Proposed for Rejection**

The Board of Supervisors hereby finds that there is substantial evidence that the specific economic, social or other considerations stated below make the following measures infeasible. The Board of Supervisors recommends that these measure be rejected.

**1. Transportation**

**E.20 Seventh Street/Berry Street.** Measures E.20.a - E.20.c propose traffic improvements to the intersection of Seventh Street and Berry Street. As discussed in Chapter VII of the FSEIR, these improvements are already being implemented by the City and would apply only to the project described in the Project Description, which includes a second phase of engineering.

These measures are not required for the proposed Project, which eliminates the 7th and Berry crossing. Accordingly, these measures are rejected as inapplicable to the Project. (North)

**E.37 Third Street/King Street.** Measures E.37.a - E.37.b relate to proposed intersection improvements for Third Street and King Street. Measure E.37.a requires acquisition of additional right-of-way on the eastern portion of Third Street from Berry Street to King Street, which would require reconfiguration and reduction in the proposed plaza area of the Giants Ballpark. The current plaza configuration is instrumental to operation of the ballpark, has been approved by a large number of regulatory agencies, and is the subject of an existing lease between the Giants and the City. Moreover, this area, which is outside of the Plan Areas, has been designed as a key component of the pedestrian network for the ballpark and the surrounding area. It is also an important civic improvement and design feature, serving as the "front door" of the ballpark. For these reasons, Measure E.37.a is rejected. Without implementation of this measure, intersection impacts at Third and King Streets would deteriorate from the current LOS C to LOS D with the Project and LOS E with cumulative 2015 conditions, and LOS F if Measure E.37.b is also rejected. This specific intersection impact is encompassed within the broader statement of significant, unavoidable intersection impacts contained in Article VI. (North)

Measure E.37.b would require acquisition of additional King Street right-of-way from Fourth Street to Third Street. While such acquisition would improve the level of service of the operation of the intersection, negative pedestrian safety impacts could result. The additional lane would increase the distance that pedestrians traveling in the north-south direction would walk to cross the street. Although the pedestrian signal could be timed to allow pedestrians to only cross a refuge area in the middle of the street, this refuge area may not be large enough to accommodate heavy pedestrian volumes, such as those expected before and after an event at the adjacent Pacific Bell Park. Accordingly, the imposition of this measure poses serious pedestrian safety risks at a location where heavy pedestrian volumes are expected. These risks are, on balance, of sufficient concern to outweigh the potential level of service improvements. In addition, to provide such an additional right-of-way, block N2 would need to be reduced by approximately 11 feet along the entire length of the block. This block has already been reduced from the earlier development proposal to accommodate additional traffic circulation features. Accordingly, it is the narrowest development block in Mission Bay North at 158 feet deep. The proposed land use program for block N2, including the provision of an affordable housing site and street front retail, cannot be achieved with the additional right-of-way needed for the mitigation measure. Accordingly, implementation of this measure would be inconsistent with the objectives related to the development program for residential and retail uses, and employment related thereto, and therefore is rejected. Without implementation of this measure, intersection impacts at Third and King Streets would deteriorate from the current LOS C to LOS D with the Project and LOS E with cumulative 2015 conditions, and LOS F if

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Measure E.37.a is also rejected. This specific intersection impact is encompassed within the broader statement of significant, unavoidable intersection impacts contained in Article VI. (North)

E.39 King Street. This measure contemplated improvements at King Street between Fourth Street and Third Street. This measure does not address a significant impact on its own; rather, E.39 would reduce significant impacts only if implemented with measure E.37.b and accordingly is rejected for the same reasons as E.37.b. (North)

E.40 Third Street. This measure involves improvements to Third Street between Berry Street and King Street. This measure does not address a significant impact on its own; rather, E.40 would reduce significant impacts only if implemented with measure E.37.a and accordingly is rejected for the same reasons as E.37.a. (North)

## 2. Community Services and Utilities

M.2.g. Water Conservation. This measure is one component of a menu of items to be considered regarding water conservation. This measure provides that only limited turf areas should be included in open space plans. An important element of the Plan Areas is the provision of substantial open space areas, including primarily grass and turf-covered areas appropriate for a variety of active and passive recreational uses. Limiting turf areas therefore would be inconsistent with an open space program designed to ensure a variety of uses, including sports activity features that require turf areas in the Project. In addition, other effective measures are available under M.2.a-M.2.h to address water conservation. Rejection of this measure therefore would not result in any new significant impacts. Accordingly, this measure is rejected. (North/South)

## C. MEASURES WITHIN THE JURISDICTION OF NON-CITY AGENCIES

### • Measures Proposed for Adoption

The Board of Supervisors finds that the following measures, which are within the responsibility and jurisdiction of non-City agencies as indicated, can and should be adopted:

#### 1. Transportation

E.14.f Seventh Street/16th Street. This measure would require approval by the Peninsula Joint Powers Board ("JPB"), the California Public Utilities Commission ("CPUC") and CalTrain. The Board of Supervisors recommends that this measure be approved by the JPB, CPUC and CalTrain. (South)

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- E.15.a Owens Street/16th Street. This measure would require approval by Caltrans. The Board of Supervisors recommends that Caltrans approve this measure. (South)
- E.16 Owens Street/Mariposa Street/I-280 Off-Ramp. Measure E.16.a would require approval by the JPB, CalTrain and Caltrans. The Board of Supervisors recommends that the JPB, CalTrain and Caltrans approve this measure. Measure E.16.b would require approval by Caltrans. The Board of Supervisors recommends that Caltrans approve this measure. (South)
- E.17 I-280 On-Ramp/Mariposa Street. Measures E.17.a-E.17.b require approval by Caltrans. The Board of Supervisors recommends that Caltrans approve these measures. (South)
- E.18 Seventh Street/The Common. Measures E.18.a-E.18.b require approval by the JPB, CPUC and CalTrain. The Board of Supervisors recommends that the JPB, CPUC and CalTrain approve these measures. (South)
- E.19 Fifth Street/King Street. Measures E.19.a-E.19.c require approval by Caltrans. The Board of Supervisors recommends that Caltrans approve these measures. (North)
- E.22.a Mariposa Street. This measure requires approval by the JPB, CPUC and CalTrain. The Board of Supervisors recommends that the JPB, CPUC and CalTrain approve this measure. (South)
- E.26.a North Common and South Common Streets Connection to Seventh Street. This measure requires approval by the JPB, CPUC and CalTrain. The Board of Supervisors recommends that the JPB, CPUC and CalTrain approve this measure. (South)
- E.28.a MUNI Line 30-Stockton or 45-Union/Stockton. This measure requires approval by the JPB, CPUC and CalTrain. The Board of Supervisors recommends that the JPB, CPUC and CalTrain approve this measure. (South)
- E.42 Seventh Street. This measure requires approval by the JPB and the CPUC. The Board of Supervisors recommends that the JPB and CPUC approve this measure. (North/South)
- E.43 Increase Bay Bridge Tolls. This measure proposes an increase in Bay Bridge tolls for single-occupant vehicle trips during commute hours. This measure is within the jurisdiction of the Metropolitan Transportation Commission (MTC). The Board of Supervisors recommends that the MTC implement this measure. (North/South)
- E.44 AC Transit District. This measure would encourage the AC Transit District to expand transbay bus service to accommodate cumulative demand and would

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further encourage the MTC to provide funding for such a service expansion and support the District in its request for funding from other sources. The Board of Supervisors recommends that AC Transit and the MTC implement this measure. (North/South)

## 2. Air Quality

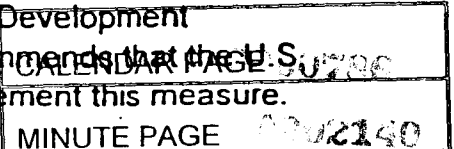
- F.4 Meteorological Station. Measures F.4.a - F.4.g provide for a meteorology station in the Plan Area. If the station is sited in the UCSF site, implementation of these measures will be within the jurisdiction of The Regents. Regardless of its location, the BAAQMD will also have a role in implementing this measure. The Board of Supervisors recommends that The Regents, as necessary, and the BAAQMD implement these measures. (South)
- F.5 Dry Cleaning Facilities. This measure prohibits dry cleaning facilities in residential areas and provides design and construction requirements to reduce impacts from toxic air contaminants. This measure will require consultation with the BAAQMD. The Board of Supervisors recommends that the BAAQMD participate in implementation of this measure. (North/South)
- F.6 Child-Care Buffer Zones. This measure requires consultation of pre-school and child care centers with the BAAQMD regarding the locations of their operations. The Board of Supervisors recommends that the BAAQMD participate in the implementation of this measure. (North/South)

## 3. Contaminated Soils

- J.1 Risk Management Plan(s). Measures J.1.a – J.1.o require the development and implementation of a Risk Management Plan or Plans ("RMP"). These measures would require implementation by the Regional Water Quality Control Board ("RWQCB"). The Board of Supervisors recommends that the RWQCB implement these measures. (North/South)
- J.2 Site-Specific Risk Evaluation. This measure requires a site-specific risk evaluation for certain sensitive receptors. This measure would require implementation by the RWQCB. The Board of Supervisors recommends that the RWQCB implement this measure. (North/South)

## 4. China Basin Channel Vegetation and Wildlife

- L.1 Salt Marsh Wetland Habitat Mitigation Plan. This measure would require the preparation and implementation of a salt marsh wetland habitat mitigation plan. This measure would be implemented by the U.S. Army Corps of Engineers, the RWQCB and the San Francisco Bay Conservation and Development Commission ("BCDC"). The Board of Supervisors recommends that the U.S. Army Corps of Engineers, the RWQCB and BCDC implement this measure. (North/South)



- L.2 Wetland Habitat Avoidance.** This measure would require the avoidance of salt marsh wetland habitat along the China Basin Channel shoreline during installation of suction inlets. This measure would require implementation by the U.S. Army Corps of Engineers, the RWQCB, and BCDC. The Board of Supervisors recommends that the U.S. Army Corps of Engineers, the RWQCB and BCDC implement this measure. (North/South)

- 
- **Measure Proposed For Rejection**

- E.48 UCSF Parking.** This measure would provide that parking at the UCSF site be provided at the same ratios as for similar uses in the remainder of the Plan Areas. This measure is rejected for the reasons set forth below in Section V.D. (South)

**D. MEASURES WITHIN THE JURISDICTION OF THE REGENTS**

The Regents are the lead agency under CEQA with respect to UCSF's development of the major new site in the Plan Area. Once Catellus and the City transfer land to UCSF, the UCSF site will be owned by The Regents and developed by The Regents for educational purposes, and will therefore be exempt from local land use regulation. Accordingly, implementation of the mitigation measures related to development of the UCSF site are within the jurisdiction of The Regents. The FSEIR included analysis of the impacts of the development of the new UCSF site in Mission Bay, previously analyzed in the UCSF LRDP FEIR and approved by The Regents, in order to provide a comprehensive analysis of the Project.

The Board of Supervisors has reviewed the UCSF LRDP and the mitigation measures and findings adopted by The Regents on January 17, 1997 with respect to the UCSF LRDP FEIR as it relates to the UCSF site at Mission Bay (the "LRDP Findings") and has determined that development of the UCSF site will incorporate all of the applicable mitigation measures proposed by the FSEIR, except for mitigation measure E.48, in one of three ways: (1) UCSF has already adopted equivalent mitigation measures as part of its LRDP FEIR findings; (2) UCSF has adopted policies, procedures, practices and requirements which achieve substantially the same level of mitigation as required in the potentially applicable FSEIR mitigation measures as set forth below; or, (3) UCSF has agreed to implement certain mitigation measures contained in the FSEIR not explicitly addressed by the LRDP FEIR. A description of how the applicable mitigation measure will be implemented in substantially the same form, and achieve the same result, as the mitigation measure proposed in the FSEIR follows.

- D.1 Lighting and Glare.** UCSF LRDP FEIR Measure 12L1-3 was adopted in the LRDP Findings. It is substantially similar to FSEIR Measure D.1 and would reduce any lighting and glare impacts addressed by that measure to a level of insignificance.

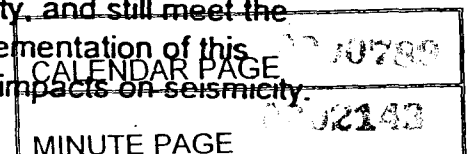
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- D.3-D.6 Archeological Resources.** Measure 12M4-2 was adopted in the LRDP Findings. It is substantially similar to FSEIR Measures D.3-D.6 and would reduce archeological impacts addressed by those measures to a level of insignificance.
- D.7 Wind Studies.** The UCSF LRDP FEIR does not contain any substantially equivalent measures to FSEIR Measure D.7. Compliance with this measure would be consistent with the UCSF LRDP goals and objectives for the UCSF site as follows: "Physical development at the new site would follow established parameters of local master plans and zoning codes for the site and surrounding area to the maximum extent feasible, including guidelines related to building scale, proportion and setbacks, to promote compatibility between UCSF and neighboring uses." UCSF LRDP, pages 167-68. Compliance with these goals and objectives will ensure that no new or increased significant environmental impacts will occur.
- D.8 D.8.Shadows.** The UCSF LRDP FEIR does not contain any substantially equivalent measures to FSEIR Measure D.8. Compliance with this measure would be consistent with the UCSF LRDP goals and objectives for the UCSF site as follows: "Physical development at the new site would follow established parameters of local master plans and zoning codes for the site and surrounding area to the maximum extent feasible, including guidelines related to building scale, proportion and setbacks, to promote compatibility between UCSF and neighboring uses." UCSF LRDP, pages 167-68. Compliance with these goals and objectives will ensure that no new or increased significant environmental impacts will occur.
- E.47 Transportation System Management Plan.** Measure 12C4-1 was adopted in the LRDP Findings. It is substantially similar to FSEIR Measure E.47 and would result in a similar contribution to reduction of significant impacts.
- E.48 Parking Ratios.** The LRDP identifies a greater number of parking spaces than is applied to other similar uses in the Mission Bay area. UCSF plans to monitor its needs and uses and provide the necessary amount of parking for its demand. There is no other policy or commitment to implement this measure as set forth in the FSEIR.
- F.1 TSM Measures.** Measures 12C4-1 and 12D4-2 were adopted in the LRDP Findings. These measures would implement the portions of Measure F.1 which contemplate direct UCSF participation. They are substantially similar to FSEIR Measure F.1 and would result in a similar contribution to reduction of significant impacts.
- F.2 Construction PM<sub>10</sub> Measures.** Measure 12D1-1 was adopted in the LRDP Findings. It is substantially similar to FSEIR Measure F.2 and would result in a similar contribution to the reduction in significant impacts.

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- F.3 Toxic Air Contaminants.** The UCSF LRDP FEIR does not contain a substantially similar mitigation measure to FSEIR Measure F.3. However, UCSF has an existing process implemented through its Department of Environmental Health and Safety, which oversees new sources of air contaminants and permit compliance. Because UCSF has a stated policy, as discussed in the FSEIR, of keeping the incremental cancer risk from stationary sources of toxic emissions from its facilities at a particular site within the 10-in-1-million emissions standard and a hazard index of less than 1, the existing UCSF policy and procedure is substantially similar to FSEIR Measure F.3 and would result in a similar contribution to the reduction in significant impacts.
- F.5 Drycleaning Facilities.** The UCSF LRDP FEIR does not identify an equivalent measure to FSEIR Measure F.5. The UCSF LRDP does not contemplate inclusion of drycleaning facilities with on-site operations, nor does it contemplate residential uses on the UCSF site. Therefore, the LRDP contemplates compliance with this measure.
- F.6 Child Care Buffer Zones.** The UCSF LRDP FEIR does not contain a substantially similar mitigation measure to FSEIR Measure F.3. UCSF has indicated that it would apply a number of siting criteria in locating a childcare center at its Mission Bay site, which focus on the convenience, safety and security of childcare staff, parents and children. In addition, the location would be assessed for potential health risk effects from toxic air contaminant emissions. The UCSF LRDP FEIR adopted, as its standard of significance, the BAAQMD significance criteria of incremental cancer risk of 10-in-1 million for the sum total of operational stationary sources at the UCSF site. UCSF intends to keep within the 10-in-1 million emission standard. A screening level health risk assessment would be prepared at the time UCSF requires additional project-specific environmental review. The assessment would identify, in particular, the location of any childcare center at the Mission Bay site and assess the potential effects on receptors. UCSF has stated it will work with the BAAQMD as necessary to keep site risks below BAAQMD thresholds of significance. Therefore, UCSF has existing policies and procedures substantially similar to those described in FSEIR Measure F.6, which would result in similar contribution to the reduction in significant impacts.
- G.1 Noise Reduction and Pile Driving.** Measure 12E1-1 was adopted in the LRDP Findings. It is substantially similar to FSEIR Measure G.1 and would reduce noise impacts addressed by that measure to a level of insignificance.
- H.1 Heavy Equipment Storage.** The UCSF LRDP FEIR did not identify an equivalent measure to FSEIR Measure H.1. However, Measure H.1 is intended to apply on a Plan Area-wide basis, rather than to any specific use. The City can implement this measure easily, using non-UCSF property, and still meet the requirements of the measure. Accordingly, further implementation of this measure by UCSF is not necessary to avoid significant impacts on seismicity.



**H.2, H.3 Emergency Preparedness and Emergency Response.** The UCSF LRDP FEIR did not contain substantial equivalent measures to FSEIR Measures H.2 and H.3. However, UCSF has a substantially similar policy and procedure. UCSF has indicated it would include the Mission Bay site in the UCSF Emergency Operations Plan, effective July 1991. The Emergency Plan outlines management systems, management organization and planned response to emergency situations. In addition, it includes areas of responsibility such as medical care, communications and hazardous materials, containment and law enforcement. The Operations Plan provides for coordination and integrated response to major emergency and disasters and is coordinated with a number of local and regional emergency response units, including the Mayor's Office of Emergency Services. UCSF will work with other property owners in the area to ensure coordination and consistency of the Emergency Operations Plan with any other emergency plans for the area. This University policy is substantially similar to FSEIR Measures H.2 and H.3, and would similarly reduce any emergency preparedness and response impacts addressed by these measures to a level of insignificance.

**H.7 Corrosivity.** UCSF is subject to the comprehensive University Policy on Seismic Safety, which was designed to insure that appropriate engineering and design for structures that would be founded on soils that are likely to collapse or subside, or that exhibit expansive characteristics that could damage foundations or structures would be implemented. This policy is substantially similar to FSEIR Measure H.7 and would similarly reduce any potential seismicity impacts addressed by that measure to a level of insignificance.

**I.1 Biohazardous Materials.** The UCSF LRDP FEIR does not contain a substantially equivalent measure to FSEIR Measure I.1. However, UCSF accepts federal funding which requires adherence to the procedures contained in those measures, and, as a matter of institutional policy, adheres to applicable guidelines related to the use of biohazardous materials. Therefore, UCSF's policy is substantially equivalent to FSEIR Measure I.1 and would similarly reduce any impacts addressed in that measure to a level of insignificance.

**I.2-I.3 Biohazardous Materials.** The UCSF LRDP FEIR does not contain a substantially equivalent measure to FSEIR Measures I.2-I.3. However, UCSF has indicated that it will comply with FSEIR Measures I.2-I.3. Therefore, there are no significant environmental impacts associated with these measures.

**J.1, J.2 Risk Management Plan and Site-Specific Risk Evaluation.** Measure 12F4-1 was adopted in the LRDP Findings. In addition, The Regents and Catellus Development Corporation have entered into an agreement which provides for the remediation of the UCSF site through the implementation of Risk Management Plan(s) as called for in FSEIR Measures J.1 and J.2. . Accordingly, Measure 12F4-1 and the UCSF/Catellus RMP agreement are substantially equivalent to

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Measures J.1 and J.2 and would reduce any impacts associated with Measures J.1 and J.2 to a level of insignificance.

- K.1 Stormwater Pollution Prevention Program. Measure 12H1-1 was adopted in the LRDP Findings. It is substantially equivalent to FSEIR Measure K.1 and would similarly reduce any impact associated with that measure to a level of insignificance.
- K.2 Sanitary Sewage Quality. The UCSF LRDP FEIR does not identify an equivalent measure to FSEIR Measure K.2. However, UCSF currently participates in the City's Water Pollution Prevention Program and the City acts as a state agency in its implementation of the Water Pollution Prevention Program; accordingly, the program contemplated under FSEIR Measure K.2 would apply to UCSF.
- K.5 Stormwater Program. Measure 12H1-1 was adopted in the LRDP Findings. It is substantially similar to Measure K.5 and would similarly reduce any impacts associated with that measure to a level of insignificance.
- K.6 Structure, Placement and Design to Minimize Dangers of Flooding. Measure 12H4-4 was adopted in the LRDP Findings. This measure is substantially similar to FSEIR Measure K.6 and would similarly reduce any impacts associated with that measure to a level of insignificance.
- M.2 Water Conservation. Measure M.2 includes water conservation in buildings and landscaping. The UCSF LRDP FEIR does not contain a substantially similar measure. However, UCSF has indicated it would include the Mission Bay site in its policy on energy conservation. As described in the UCSF LRDP FEIR, UCSF must conform to the California Code of Regulations, Titles 20 and 24 to establish conservation standards in new buildings. In addition, UCSF has adopted a resource conservation policy (as revised 2-1-97) to improve the efficiency of all resource consumption and improve the environment in all existing facilities. This policy is substantially similar to Measure M.2 and would similarly reduce any impacts associated with that measure to a level of insignificance.

With respect to the foregoing, the Board of Supervisors finds that the mitigation measures have already been adopted by The Regents, will be applied to development of the UCSF site in Mission Bay, and will mitigate the impacts identified in the FSEIR. Accordingly, the Board of Supervisors finds that The Regents, having jurisdiction over development and operation of the UCSF site, have adopted substantially equivalent measures. There are no new or substantially more severe impacts resulting from partial rejection of these mitigation measures because The Regents are otherwise imposing them on the UCSF site in Mission Bay in substantially equivalent form.

To the extent that the language of the mitigation measures applying to development of the UCSF site appears in slightly modified form either in the LRDP Findings or in UCSF policies and procedures, the Board of Supervisors partially rejects the mitigation measures as set forth in the FSEIR as indicated for page three

reasons set forth above, because UCSF needs to retain control of, and flexibility in, development of the new UCSF site over an extended period of time, and because the City has minimal ability to enforce the mitigation measures as proposed in the FSEIR. Moreover, development of the UCSF site is a major objective of the City and essential to the successful development of the Mission Bay Plan Areas.

With respect to mitigation measure E.48, which The Regents have not already adopted, the Board of Supervisors rejects its adoption for the following reasons. First, UCSF has made its own computation of parking needs for the UCSF site based on its own experience and its absence of control over the extension of transit facilities in the area. Second, the LRDP FEIR reflects UCSF's plans to limit parking supply to the amount actually needed based on the timing and effectiveness of the City's proposed transit services and UCSF's Transportation Demand Management (TDM) program. Third, UCSF is not willing to reduce planned parking below expected needs until it is demonstrated not to be required due to success of alternative modes. Finally, given the importance of UCSF to the Project, as discussed above in the objectives of the Project and in the Statement of Overriding Considerations below, the Board of Supervisors does not wish to undermine the potential viability of UCSF's plans by seeking the adoption of this mitigation measure.

The Board of Supervisors finds that rejection of mitigation measure E.48 will not result in any new significant impacts not identified in the FSEIR. Measure E.48 is identified as a part of a Transportation System Management program, which includes measures E.46-E.50. The FSEIR concluded that even with imposition of all of these measures, unavoidable significant environmental impacts with respect to transportation and air quality could still occur. Although provision of parking in ratios greater than applicable to other portions of Mission Bay could encourage more people to drive, and thus contribute to that unavoidable significant impact, the impact is identified and addressed in the FSEIR and these findings.

#### E. ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM

The Board of Supervisors hereby adopts a Mitigation Monitoring and Reporting Program as required by Section 21081.6 of the Public Resources Code. This Mitigation Monitoring and Reporting Program is attached hereto as Exhibit 1 and incorporated herein by reference. The purpose of this program is to determine the stage at which each of the adopted mitigation measures must be imposed in order to ensure that the measure is carried out by the responsible official or entity, or, if the obligation lies with a private entity, that the City or the Agency enforces the obligation.

#### F. LOCATION AND CUSTODIAN OF RECORD

The public hearing transcript, a copy of all letters received during the public review period, the administrative record, and background documentation for the FSEIR are located at the Planning Department, 1660 Mission Street, San Francisco. The Planning Department, Dorothy Jaymes, is the custodian of record.

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## VI. SIGNIFICANT ENVIRONMENTAL IMPACTS

The Project includes many aspects and features that reduce or eliminate environmental impacts which could otherwise be significant. The mitigation measures will further reduce significant environmental impacts. Some significant and unavoidable impacts remain and are listed below:

- project and cumulative traffic intersection impacts, primarily affecting intersections at or near I-280 and I-80 and the South of Market Area
- cumulative bridge on-ramp impacts (lengthening of peak congestion)
- project and cumulative regional air quality impacts from increased vehicular emissions, e.g. exceedence of BAAQMD's significance threshold for reactive organic gases and oxides of nitrogen, which are ozone precursors, and for particulate matter
- potentially significant project impacts from toxic air contaminants from mobile sources, from individual stationary sources (because adequate buffers between potential stationary sources and sensitive receptors cannot be shown), from the combined risk due to emissions from multiple facilities, and from cumulative risks (from the Project and other sources)
- cumulative hazardous waste generation and disposal impacts
- cumulative water quality impacts (although the project's contribution to cumulative water quality analysis could be reduced to less-than-significant levels if mitigation measures are imposed)

The significant, unavoidable impacts listed in the FSEIR and recited above assume implementation by the City agencies and other agencies of the mitigation measures recommended for adoption herein to reduce potentially significant impacts. The Board of Supervisors has made a determination that these measures can and should be implemented by City agencies and other agencies. In so determining, the Board of Supervisors has found that the measures to be implemented by the City are feasible and implementable through the Project Approvals, supported by the analysis of the Fiscal and Economic report dated August 24, 1998 prepared by the Sedway Group. Moreover, the Board of Supervisors has determined that measures within the jurisdiction of non-City agencies are generally implementable through the normal course of review and enforcement activities by such agencies and through the exercise of their statutory authority. Measures within the jurisdiction of UCSF are specifically addressed, and Board of Supervisors has determined that UCSF has generally adopted equivalent mitigation measures as part of its UCSF LRDP approval equivalent to those described in the FSEIR, or has adopted policies, procedures, practices and/or requirements which achieve substantially the same level of mitigation as required in any potentially applicable mitigation measures recommended for adoption herein.

However, to the extent that the mitigation measures within the jurisdiction of other City agencies and non-City agencies, including UCSF, are not adopted, one or more of the following additional significant impacts could occur, depending on the

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nature of the mitigation measure(s) that is/are not implemented: additional and increased impacts on the transportation and circulation systems; air quality; contaminated soils and groundwater; seismic hazards; the historical resource; and, vegetation and wildlife. There are no specific, feasible mitigation measures available to the Project, other than those identified in the FSEIR, to reduce these impacts to a level of insignificance.

For the reasons above, the Board of Supervisors finds that the Project incorporates all feasible mitigation measures and has eliminated or substantially lessened all significant effects on the environment where feasible. The remaining effects listed above are found by the Board of Supervisors to be acceptable due to the overriding considerations set forth below.

## **VII. STATEMENT OF OVERRIDING CONSIDERATIONS**

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b), the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, the Board of Supervisors finds, after considering the FSEIR and the evidence in the record, that specific overriding economic, legal, social and other considerations, as set forth below, outweigh the unavoidable significant effects on the environment of the Project and that the unavoidable impacts are therefore acceptable. In addition, the Board of Supervisors finds that those Project Alternatives, Variants and Mitigation Measures, either partially or totally rejected, are also rejected for the following economic, social or other considerations, in and of themselves, in addition to the specific reasons discussed in Articles IV and V, above.

1. The Project would eliminate blighting influences and correct environmental deficiencies in the Plan Area through a comprehensive plan for redevelopment, including the implementation of Risk Management Plans to address environmental deficiencies.
2. The Project includes a series of detailed design standards and guidelines which will ensure a quality urban design scheme.
3. The Project includes the important ability to retain and promote, within the City and County of San Francisco, academic and research activities associated with UCSF through the provision of a major new site for UCSF.
4. The retention of UCSF through the Project will provide great incentive for emerging commercial-industrial sectors, including employment opportunities for highly trained workers associated therewith, to emerge or expand due to their proximity to the UCSF new site.
5. The Project enables the achievement of an implementable mixed-use development plan incorporating many features which would not be achieved if the area were to be developed in a piecemeal fashion under existing land ownership patterns and regulations.

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6. The Project would strengthen the community's supply of housing by facilitating economically feasible, affordable housing through installation of needed site improvements and expansion or improvement of the housing supply by the construction of approximately 6,090 housing units, including approximately 1,700 affordable housing units which will assist in addressing the critical housing shortage identified on the City's General Plan Residence Element.
7. The Project would strengthen the economic base of the Plan Area and the community by strengthening retail and other commercial functions in the Plan Area through the addition of approximately 863,600 leasable square feet of retail space, a 500-room hotel and associated uses and about 5,953,000 leasable square feet of mixed office, research and development and light manufacturing uses.
8. The Project is anticipated to result in significant positive fiscal impacts to the City. These impacts include a cumulative surplus to the City's General Fund of about \$405 million in 1998 dollars. Another approximately \$117 million in net revenues will accrue to other City funds with dedicated uses, such as senior programs, hotel tax funds (including grants for the arts, fine art museums, visitors and convention services and housing), the Department of Public Works and MUNI. The San Francisco Unified School District is projected to receive a net cumulative surplus of about \$5 million.
9. The development proposed by the Project will also have significant positive economic impacts on the City. At full build-out, employment at Mission Bay is expected to be about 31,100. Direct and indirect job generation is estimated to be about 42,000. About fifty-six percent of the direct and indirect jobs are expected to be held by San Francisco residents. The estimated total of 23,600 will comprise about 5% of all jobs held by City residents. Project-related construction employment is projected to total 700 annual full-time equivalent jobs over the build-out period, representing a five percent increase in the City's construction job industry base. The employees working at Mission Bay are expected to generate total household wealth of about \$1.5 billion annually. Total direct and indirect wages are expected to be \$2.15 billion, of which \$1.2 billion is expected to be earned by San Franciscans.
10. The Project provides a comprehensive system for diversity and economic development including good faith efforts to meet goals for hiring minority- and women-owned consulting and contracting businesses, hiring of minority and women laborers, compliance with prevailing wage policies, participation in the City's "First Source Hiring Program" for economically disadvantaged individuals, and contribution of \$3 million to the City to help

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fund the work force development program. The Project also includes the payment of fees for childcare and school facilities.

11. The Project includes the opportunity for substantial new publicly accessible open spaces totaling approximately 49 acres, including a large Bayfront park and open space on both edges of the Channel.
12. The Project includes an Amended and Restated Port Land Transfer Agreement which provides an opportunity for more efficient Port container cargo operations by adding substantial acreage to the Port's container facility at Pier 80 in exchange for under-utilized Port property within the Plan Area. Under the Amended and Restated City Land Transfer Agreement, the City will be provided with a usable assemblage of land in exchange for currently relatively unusable City property.
13. The Project includes significant new infrastructure, including a comprehensive vehicular, bicycle and pedestrian circulation system, which could not be achieved through piecemeal development. The public infrastructure will include over 33,000 lineal feet of public streets, 157,000 lineal feet of pipes, 20 traffic signals, 49 acres of open space and demolition of the abandoned I-280 freeway stub, plus additional substantial infrastructure as described in the Mission Bay North and Mission Bay South Infrastructure Plans.
14. This new infrastructure included in the Project will be financed through a self-taxing financing device to be imposed upon Catellus. If the Project generates new property tax revenue, then sixty percent of that new revenue will be dedicated to retiring Catellus' taxes which initially will finance the infrastructure to be donated to the City. This system will allow for substantial infrastructure to be constructed without contributions from the General Fund or new taxes on other areas of the City.
15. In addition to benefits of tax increment for infrastructure, any additional tax increment generated by the Project will be dedicated to the City's creation of affordable housing in Mission Bay.

**EXHIBIT 1**

**MISSION BAY FSEIR  
MITIGATION MONITORING AND REPORTING PROGRAM**

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## INTRODUCTION

Assembly Bill (AB) 3180 was enacted by the State Legislature to provide a mechanism to ensure that mitigation measures adopted through the California Environmental Quality Act (CEQA) process are implemented in a timely manner and in accordance with the terms of project approval. Under AB 3180, local agencies are required to adopt a monitoring or reporting program "designed to ensure compliance during project implementation."

The Mission Bay FSEIR Mitigation Monitoring and Reporting Program ("Mitigation Monitoring Program"), pursuant to AB 3180 and CEQA section 21081.6 and CEQA Guidelines Section 15091, provides the basic framework through which adopted mitigation measures will be monitored to ensure implementation. The full text of the measures as they appear in the FSEIR is contained in Exhibit 2 to the Mission Bay CEQA Findings.

## ORGANIZATION

The Mission Bay Mitigation Monitoring Program is organized in a table format, keyed to each adopted FSEIR mitigation measure. For each measure, the table:

- 1) identifies whether the measure applies to Mission Bay North and/or Mission Bay South (see FSEIR text for more specific information regarding allocation);
- 2) lists the mitigation measure;
- 3) specifies the party responsible for implementing the measure;
- 4) establishes a schedule for mitigation implementation;
- 5) assigns mitigation monitoring responsibility; and
- 6) establishes monitoring actions and a schedule for mitigation monitoring.

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## IMPLEMENTATION

Where the implementing party is "Owner," that term has the meaning set forth in the Mission Bay North or Mission Bay South Owner Participation Agreement between the San Francisco Redevelopment Agency ("Agency") and Catellus Development Corporation, as applicable. Where Owner is listed as the party responsible for implementation, responsibility is allocated to the Owner only as applicable with respect to Owner Improvements as defined in the Mission Bay North and Mission Bay South Owner Participation Agreements. The term "other developers" shall refer to any owner, developer or tenant, as applicable, other than Owner, including the Agency and the City, which may be constructing or operating a project in Mission Bay North or Mission Bay South.

While the Mitigation Monitoring Program generally outlines the actions, responsibilities, and schedule for mitigation monitoring, it does not attempt to specify the detailed procedures to be used to verify implementation (e.g., interactions between the Agency and City departments, use of private consultations, signed-off on plans, certification by project sponsors, site inspections, etc.). Specific monitoring procedures are either contained in approval documents or will be developed at a later date, closer to the time the mitigation measures will actually be implemented. Tables 1-3 (for both the North and South Plan Areas) attached to Exhibit 1 contain cumulative development thresholds that would trigger certain transportation improvements. As described in the Mission Bay North and Mission Bay South Infrastructure Plans, Infrastructure, including transportation improvements, generally would be constructed coincident with adjacent

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development. However, some key intersections and street segments could reach congested conditions before development occurs on sites adjacent to those intersections or street segments out of the typical adjacency phase. Therefore, thresholds contained in Tables 1-3 attached to Exhibit 1 have been established for transportation infrastructure. Additional information regarding this process and the thresholds is provided in the Infrastructure Plans.

The majority of the measures will be monitored primarily by the Agency, the Department of Public Works ("DPW") and/or the Department of Building Inspection ("DBI") as part of the plan review, or review of subdivision and parcel maps, and/or site permit processes. Where the terms Project, Major Phase, Certificate of Occupancy and Infrastructure are used herein, those terms have the meaning and content set forth in the Mission Bay North and Mission Bay South Owner Participation Agreements. Where the term "site permit" is used herein, it shall refer to the applicable building or site permit or appropriate addendum thereto.

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**EXHIBIT 1**  
**MISSION BAY FSEIR MITIGATION MONITORING AND REPORTING PROGRAM**

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	<b>D VISUAL QUALITY AND URBAN DESIGN</b>				
North South	<b>D.1 Lighting and Glare</b> 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.	Owner, other developers	Submit design specifications as part of plan review and site permit processes	Redevelopment Agency; DBI	Agency and DBI to review designs and specifications as part of Project-level plan review and site permit processes
	<b>D.2 Architectural Resources - Evaluation of Fire Station No. 30</b>				
South	<b>D.2a.</b> 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.	Fire Department	Prior to alteration or demolition of structure	Redevelopment Agency; Planning Department, Environmental Review Officer (ERO); San Francisco Landmarks Preservation Advisory Board (LPAB), President	Agency to require evaluation as part of Project-level plan review prior to demolition or alteration of structure; Agency to consult with OER, LPAB regarding evaluation

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As indicated in the Project Approvals, the Agency's role is generally limited to oversight through the plan review process to confirm that any relevant measures have been implemented by other City Agencies and non-City agencies with jurisdiction over such measures. Where a measure is monitored through the site permit process, the measure is monitored primarily by DBI and/or DPW, depending on the nature of the improvement, but the Agency will maintain a general oversight role through its participation as a reviewing agency.

As indicated in the Project Approvals, the Agency's role is generally limited to oversight through the plan review process to confirm that any relevant measures have been implemented by other City Agencies and non-City agencies with jurisdiction over such measures. Where a measure is monitored through the site permit process, the measure is monitored primarily by DBI and/or DPW, depending on the nature of the improvement, but the Agency will maintain a general oversight role through its participation as a reviewing agency.



	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
South	<p>D.2b. 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:</p> <ul style="list-style-type: none"> <li>• Prepare a "Historical American Building Survey," including the precise recording of the structure through measurements, drawings, and photographs</li> <li>• Provide sufficient detail in the survey documentation so that after demolition the historical structure could be reconstructed from the survey data</li> <li>• File copies of the records and documents with the appropriate federal, state, and city agencies</li> <li>• Include salvage and selective re-use of building materials in the mitigation program once the survey has been completed</li> <li>• 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.</li> </ul>	Fire Department	Prior to alteration or demolition of structure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require implementation of measures as part of Project-level plan review; Agency to consult with OER, LPAB

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	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North / South	<p><b>D.3 Archaeological Resources</b></p> <p>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.</p> <p>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. At the completion of the archaeological testing program, the archaeologist would submit a written report first and directly to the ERO and the President of the LPAB, with a copy to the project sponsor, which describes the findings, assesses their significance and proposes appropriate recommendations for any additional procedures necessary for the mitigation of adverse impacts to cultural resources determined to be significant.</p> <p>Retain a certified archaeologist to supervise a program of on-site monitoring during site excavation in the six historic resource areas, following site clearance and pre-excavation testing. The certified archaeologist would record observations in a permanent log. Should cultural or historic artifacts be found following commencement of excavation activities, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of LPAB. Upon receiving the advice of the consultant and the LPAB, the ERO would recommend specific mitigation measures, if necessary. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO and the President of the LPAB, with a copy to the project sponsor.</p> <p>Suspend excavation or construction activities which might damage discovered cultural resources for a total maximum of four weeks over the course of construction at each site to permit inspection, recommendation and retrieval, if appropriate.</p> <p>Implement an appropriate security program to prevent looting or destruction, if cultural resources of potential significance are discovered. Any discovered cultural artifact assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in a repository designated for such materials or possibly exhibited in a public display. Following approval of the archaeological testing and monitoring program reports by the ERO and the President of LPAB, a final report would be sent to the California Archaeological Site Survey Office at Sonoma State University, the Foundation for San Francisco's Architectural Heritage and the State Office of Historic Preservation. The Office of Environmental Review would receive three final copies of the final archaeological findings report. Archaeological testing could be coordinated with other site investigations for geotechnical and toxic waste purposes.</p>	Owner, other developers	Prior to excavation; ongoing activities and reporting as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require retention of archaeologist prior to excavation as part of Project-level plan review; ongoing monitoring as required by measure

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	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	<b>D.4 Archaeological Exploration Program</b> Develop archaeological exploration programs, consistent with Measure D.3, above, for pre-identified sensitive historic archaeological areas that should include the following:	Owner, other developers	Prior to excavation; ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require program prior to excavation as part of Project-level plan review; ongoing monitoring and consultation with LPAB and OER as required by measure
North / South	D.4a. 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 significance and the maximum retrieval of archaeological data	Owner, other developers	Prior to excavation; ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require program prior to excavation as part of Project-level plan review; ongoing monitoring and consultation with LPAB and OER as required by measure
North / South	D.4b. Examine large-scale exposure of soil profiles	Owner, other developers	Ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require program prior to excavation as part of Project-level plan review; ongoing monitoring and consultation with LPAB and OER as required by measure
North / South	D.4c. Complete detailed field records, including photographs and drawings, to document subsurface soil profiles, archaeological deposits and integrity of such deposits	Owner, other developers	Ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require program prior to excavation as part of Project-level plan review; ongoing monitoring and consultation with LPAB and OER as required by measure
North / South	D.4d. Complete a detailed report of findings to describe research and exploration methodologies, testing results, all archaeological findings and recommendations for resource management.	Owner, other developers	Ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require program prior to excavation as part of Project-level plan review; ongoing monitoring and consultation with LPAB and OER as required by measure

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		MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
MINUTE PAGE 32149	CALENDAR PAGE 14005	<p><b>D.5 Archaeological Monitoring at 19th Century City Dump</b></p> <p>Archival review suggests that depositional integrity of the late 19th-century city dump has been lost because of scavenging while the dump was in operation; however, important historical artifacts may still be present. Pre-construction archaeological testing is therefore not recommended. Archaeological monitoring during construction would be the appropriate mitigation measure for that area. Therefore, retain the services of a qualified archaeologist. The ERO in consultation with the President of the LPAB and the archaeologist would determine whether the archaeologist should instruct all excavation and foundation crews in the area of the 19th-century city dump of the potential for discovery of cultural and historic artifacts or features. If such artifacts or features were uncovered, follow procedures described in Measure D.3 for suspension of construction activities, notification of the ERO and President of the LPAB, and development recovery measures, as appropriate.</p>	Owner, other developers	During construction, ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require prior to excavation as part of Project-level plan review; ongoing monitoring and consultation as required by measure
		<p><b>D.6 Unknown Archaeological Remains</b></p> <p>The entire Mission Bay Project Area has at least some sensitivity for the presence of unknown archaeological remains. Prehistoric cultural deposits could be encountered in three identified areas and unknown historical features, artifact caches and debris areas could be located anywhere in the Project Area. Follow procedures for instructing excavation crews, notifying the ERO and President of the LPAB, and developing recovery measures, as described in Measure D.3, above. In addition, in the event that prehistoric archaeological deposits are discovered, consult local Native American organizations. Dialogue with the ERO, LPAB and the archaeological consultant would take place in developing acceptable archaeological testing and excavation procedures, particularly in regard to the disposition of cultural materials and Native American burials.</p>	Owner, other developers	Prior to excavation; ongoing implementation as required by measure	Redevelopment Agency; Planning Department, ERO; LPAB President	Agency to require prior to excavation as part of Project-level plan review; ongoing monitoring and consultation as required by measure
		<p><b>D.7 Redesigning Level Winds</b></p> <p>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 25-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.</p>	Owner, other developers	Conduct evaluation and provide any required documentation as part of Project-level submission	Redevelopment Agency	Agency to review as part of Project-level plan review
		<p><b>D.8 Shadows</b></p> <p>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.</p>	Owner, other developers	Provide any required documentation as part of Project-level submission	Redevelopment Agency	Agency to review as part of Project-level plan review

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	<b>E. TRANSPORTATION</b>				
	<b>E.1 Third Street/King Street</b>				
North / South	E.1a. Widen the northbound approach to provide an additional through lane on the west side of Third Street.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; Department of Parking and Traffic (DPT)	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North / South	E.1b. Reconfigure the existing traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North / South	E.1c. Install "Don't Block the Box" signs.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<b>E.2 Third Street/Berry Street</b>				
North / South	E.2a. Restripe the northbound approach to provide an additional through lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

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		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North / South	E 2b. Reconfigure the existing traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North / South	E 2c. Install 'Don't Block the Box' signs.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.3 14th Street/Owens Street</u>				
South	E.3a. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.4 14th Street/The Common</u>				
South	E.4a. Install new traffic signals.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.5 14th Street/South Street</u>				

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South	E	Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
		<u>E.6 Third Street/16th Street</u>				
South	E.6a.	Widen the northbound approach to provide two exclusive left-turn lanes.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.6b.	Reconfigure the existing traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
		<u>E.7 Third Street/Marionessa Street</u>				
South	E.7a.	Widen the eastbound approach to provide an additional through lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

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		RESPONSIBILITY	MONITORING RESPONSIBILITY	ACTIONS/SCHEDULE	
South	E.7b. Widen and resripe the westbound approach to provide an exclusive left-turn lane and an additional through lane.	Owner	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.7c. Reconfigure the existing traffic signal.	Owner	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
<u>E.8 Fourth Street/King Street</u>					
North	E.8a. Widen the eastbound approach to provide an exclusive right-turn lane.	Owner	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	E.8b. Reconfigure the existing traffic signal.	Owner; PTC, if PTC elects to commence service before Owner's obligation to construct is otherwise triggered	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

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North	2. Install "Don't Block the Box" signs.	Owner		Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review	
	<u>E.9 Fourth Street/Berry Street</u>						
North	E.9a. Restripe the westbound approach to provide an additional lane.	Owner		Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review	
North	E.9b. Restripe the northbound approach to provide an additional lane.	Owner		Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review	
North	E.9c. Reconfigure the existing traffic signal.	Owner; PTC if PTC elects to commence service before Owner's obligation to construct is otherwise triggered		Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review	

		RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North	E. 9d. Install "Don't Block the Box" signs.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	E. 10 Fourth Street/Owens Street				
South	E. 10a. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	E. 11 Fourth Street/WGSE private street				
South	E. 11a. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	E. 12 Fourth Street/18th Street				
South	E. 12a. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	E. 13 Fourth Street/Madison Street				

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MITIGATING RESPONSIBILITY	MONITORING ACTION/DATE
South	Widen the eastbound and westbound approaches to provide exclusive left-turn lanes.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.13b. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<b>E.14 Seventh Street/18th Street</b>				
South	E.14a. Remove on-street parking on all approaches.	DPT	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.14b. Reshape the northbound and eastbound approaches to provide an additional through lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
South	E.14c. Restripe the southbound approach to provide an additional through lane and an exclusive left-turn lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.14d. Restripe the westbound approach to provide an additional through lane and a right-turn pocket.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.14e. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.14f. Provide the appropriate traffic warning devices for the Caltrain track crossing.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; JPB; CPUC; Caltrain	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	E.15 <del>Owens Street</del> 16th Street				

ACTION MEASURE		ACTION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
South	E.15a. Install a new traffic signal.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
E.16 Owens Street/Mariposa Street/I-280 On-ramp					
South	E.16a. Widen the eastbound approach to provide an exclusive left-turn lane.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.16b. Reconfigure the existing traffic signal.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans; Caltrain, JPB	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
E.17 I-280 On-ramp/Mariposa Street					
South	E.17a. Widen the westbound approach to provide an exclusive left-turn lane.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

		MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE	
South	E.17b. Install a new traffic signal.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
E.18 Seventh Street/The Common					
South	E.18a. Install a new traffic signal.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans; CPUC; JPB	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.18b. Provide the appropriate traffic warning devices for the Caltrans railroad back at-grade crossing.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans; CPUC; JPB	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
E.19 Fifth Street/King Street					
North	E.19a. Narrow approximately 250 feet of the median on the westbound approach to provide an exclusive left-turn lane.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

MEASURE		MITIGATION SCHEDULE	MITIGATION RESPONSIBILITY	ACTIONS/	
North	b. 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.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	E.19c. Reconfigure the existing traffic signal.	Subject to regulatory approvals, Owner to construct	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrans	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
E.21 Third Street					
North/South	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.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North/South	E.21b. Widen Third Street for approximately one-third the distance between Mariposa Street and 18th Street to accommodate the lane configuration described in Measure E.8.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review



		M. ON RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North / South	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.6 and E.7.	Owner, as allocated in Infrastructure Plans	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; PTC; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.22 Mariposa Street</u>				
South	E.22a. Widen Mariposa Street between Terry A. François Boulevard and Pennsylvania Street, including the bridge over the Caltrain tracks.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrain; CPUC; JPB	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.23 Fourth Street</u>				
North / South	E.23a. Widen Fourth Street between China Basin Channel and King Street to accommodate the Third Street light rail tracks and a MUNI station platform between Berry and King Streets.	Owner, PTC as allocated in Infrastructure Plans	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; PTC; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North / South	E.23b. Extend Fourth Street southward, parallel to Third Street, to intersect with Mariposa Street at the existing intersection with Minnesota Street.	Owner	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.24 King Street</u>				

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North	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.8.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	E. 24b. Construct westbound King Street frontage road between Fifth Street and Berry Street.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E. 25 Owens Street</u>				
South	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.	Owner, PTC as allocated in Infrastructure Plans	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; PTC; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E. 25b. Construct Owens Street between Fourth Street and The Common, providing on-street parking on the north side of the street only.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
South	E.25c. Extend Owens Street northward from 16th Street to The Common, providing no on-street parking.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.25d. Construct Owens Street between 16th Street and Mariposa Street, providing no on-street parking.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
<u>E.26 North Common and South Common Streets connection to Seventh Street</u>					
South	E.26a. Construct an "at-grade" connection to Seventh Street across Caltrain tracks, in conjunction with Measure E.18 for the new intersection.	Subject to regulatory approvals, Owner to construct; City to apply for approvals	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; Caltrain; JPB; CPUC	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.26b. Prohibit parking at trolleybus stops for the 22-Fillmore line east of Third Street where bus line is extended.	DPT, in consultation with PTC	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT; PTC	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review



		RESPONSIBILITY	RESPONSIBILITY	ACTIONS/SCHEDULE	
South	E.28.c. If item E.28.a is not feasible sufficiently early in project development, for an interim period until the necessary streets and trolley wires have been constructed as part of adjacent development, provide service to Mission Bay temporarily using diesel buses on 16 <sup>th</sup> Street; or	PTC	Provide trip generation calculations and Infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; PTC	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	E.28.d. Use a combination of Items E.28.b and E.28.c to provide MUNI trolley bus service to both the Mission Bay and Lower Potrero areas until necessary streets and trolley wires have been constructed as part of adjacent development in the Project Area.	Owner, PTC; responsibility as allocated for E.28.b and E.28.c	Provide trip generation calculations and Infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; PTC	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.29 Seventh Street/Brynnan Street</u>				
South	E.29.a. Restripe the northbound approach to provide three lanes.	Owner	Provide trip generation calculations and Infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.30 Seventh Street/Townsend Street</u>				
North	E.30.a. Restripe the southbound, eastbound, and westbound approaches to provide a left-turn lane, a through lane, and a right-turn lane.	Owner	Provide trip generation calculations and Infrastructure adjacency information; Identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS AND DUE DATE
North	E.31.b. Restripe the northbound approach to provide a left turn lane, a through lane, and a shared right-through lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.31 Seventh Street/Berry Street</u>				
North	E.31.a. Restripe the eastbound approach to provide two lanes.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	E.31.b. 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.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.32 Seventh Street/North and South Common Streets</u>				
South	E.32a. Restripe the northbound approach to provide two through lanes, and a right-turn lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
South	E 32 b Restripe the southbound approach to provide two through lanes, and a left-turn lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	<u>E 33 16th Street/Pokero Street</u> Restripe the eastbound and westbound approaches to provide a left-turn lane, a through lane and a shared right-through lane.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
South	<u>E 34 16th Street/Vermont Street</u> Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	<u>E 35 Eighth Street/Townsend Street</u> E 35.a. Eliminate traffic circle and reconfigure intersection.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review

	MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North	E.35 b. Install a new traffic signal.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
	<u>E.36 Third Street/Townsend Street</u>				
North	E.36 a. Remove the on-street parking on the westbound approach during the p.m. peak commute period.	DPT	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	E.36 b. Provide an additional westbound through lane during the p.m. peak commute period.	DPT	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North	<u>E.38 Fourth Street/King Street</u> 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.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review



North	<b>E.41 Fourth Street</b> 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.	Owner	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPW; DPT	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North / South	<b>E.42 Seventh Street</b> Eliminate on-street parking on both sides of Seventh Street between Townsend and 18th 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.	DPT	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; DPT; Caltrain; JPB; CPUC	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
North / South	<b>E.45 Extend N. Judah MUNI Metro Line</b> 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.	PTC	Provide trip generation calculations and infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Project-level plan review	Redevelopment Agency; PTC	Include in applicable subdivision improvement plans; review submissions and determine whether triggered by adjacency or project cumulative development thresholds at Major Phase and/or Project-level plan review
<b>E.46 Transportation Management Organizations</b>					
North / South	<b>E.46.a Form a Mission Bay Transportation Management Association (TMA) to implement a Transportation System Management (TSM) Plan.</b>	Owner	No later than first Major Phase approval	Redevelopment Agency	Confirm establishment as part of first Major Phase approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
North / South	<b>E.46.b Form a Transportation Coordinating Committee (TCC) including representatives of Project Area property owners, surrounding neighborhood organizations, 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.</b>	Agency	No later than first Major Phase approval	Redevelopment Agency; DPW; DPT; PTC	Establish prior to first Major Phase approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITOR ACTION SCHEDULE
North/South	<b>E.47. Transportation System Management (TSM) Plan</b> Prepare a TSM Plan, which could include the following elements:	Owner (TMA), other developers	As identified by TMA; ongoing review with Agency	Redevelopment Agency; DPT; PTC	Confirm preparation of TSM Plan prior to first Major Phase approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
North/South	<b>E.47.a. Shuttle Bus System</b> 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).	Owner (TMA)	As identified by TMA; ongoing review with Agency	Redevelopment Agency; DPT; PTC	TMA to submit periodic status reports to Agency
North/South	<b>E.47.b. Transit Pass Sales</b> Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.	Owner (TMA); other developers	As identified by TMA; ongoing review with Agency	Redevelopment Agency; DPT; PTC	TMA to submit periodic status reports to Agency
North/South	<b>E.47.c. Employee Transportation Subsidies</b> Provide a system of employee transportation subsidies for major employers.	Owner (TMA); major employers	As identified by TMA; ongoing review with Agency	Redevelopment Agency; DPT; PTC	TMA to submit periodic status reports to Agency
South	<b>E.47.d. Pedestrian Signals at Owens Street Near the Pedestrian Bridge.</b> 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.	Owner (TMA)	As identified by TMA; ongoing review with Agency	Redevelopment Agency	TMA to submit periodic status reports to Agency
North/South	<b>E.47.e. Secure Bicycle Parking</b> 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.	Owner (TMA), other developers	As identified by TMA; ongoing review with Agency	Redevelopment Agency	TMA to submit periodic status reports to Agency, including annual bicycle survey
North/South	<b>E.47.f. Appropriate Street Lighting.</b> 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.	Owner (TMA)	As identified by TMA; ongoing review with Agency	Redevelopment Agency	TMA to submit periodic status reports to Agency

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MITIGATING RESPONSIBILITY	MONITORING ACTION/SCHEDULE
North/South	E.47.g. <u>Transit, Pedestrian and Bicycle Route Information</u> 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.	PTC, DPW to provide in connection with transit shelters and other transit signage	In conjunction with transit shelter and signage plans	PTC; DPW	In conjunction with transit shelter and signage planning process
North/South	E.47.h. <u>Parking Management Guidelines</u> Establish parking management guidelines for the private operators of parking facilities in the Project Area.	Owner (TMA)	As identified by TMA; ongoing review with Agency	Redevelopment Agency	TMA to submit periodic status reports to Agency
South	E.47.i. <u>Flexible Work Time/Telecommuting</u> 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.	Owner (TMA); other major employers	As warranted by development; ongoing review with Agency	Redevelopment Agency	TMA to submit periodic status reports to Agency
North/South	E.49 <u>Ferry Service</u> 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.	Owner (TMA)	As identified by TMA; ongoing review with Agency	Redevelopment Agency; Port	TMA to submit periodic status reports to Agency
	<b>F. AIR QUALITY</b>				
North/South	F.1 <u>ISM Measures</u> Implement measures to decrease vehicle trips, as described in Mitigation Measures E.46 through E.50 in Section VI.E, Mitigation Measures: Transportation	See Measures E.46-E.50	See Measures E.46-E.50	See Measures E.46-E.50	See Measures E.46-E.50
North/South	F.2 <u>Construction PM<sub>10</sub></u> 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:	Owner, other developers	During construction	DPW; DBI	DPW/DBI to require evidence of compliance through site permit process
	F.2.a. Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site	Owner, other developers	During construction	DPW; DBI	Agency, DPW/DBI to require evidence of compliance through site permit process
	F.2.b. Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on streets	Owner, other developers	During construction	DPW; DBI	Agency, DPW/DBI to require evidence of compliance through site permit process
	F.2.c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas at construction sites	Owner, other developers	During construction	DPW; DBI	Agency, DPW/DBI to require evidence of compliance through site permit process
	F.2.d. Sweep all paved access routes, parking areas, and staging areas daily (preferably with water sweepers)	Owner, other developers	During construction	DPW; DBI	Agency, DPW/DBI to require evidence of compliance through site permit process

		RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS	DUPLICATE
	e. Sweep streets daily (preferably with water sweepers) if visible amounts of soil material are carried onto public streets	Owner, other developers	During construction	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.f. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more)	Owner, other developers	During construction	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.g. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)	Owner, other developers	During construction	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.h. Limit traffic speeds on unpaved roads to 15 mph	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.j. Replant vegetation in disturbed areas as quickly as possible	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.k. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.l. Install wind breaks, or plant trees / vegetative wind breaks at windward side(s) of construction areas	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.m. Suspend excavation and grading on large construction sites when winds (instantaneous gusts) exceed 25 mph	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
	F.2.n. Limit the area subject to excavation, grading and other construction activity at any one time	Owner, other developers	Implement through site permit process	DPW, DBI	Agency, DPW/DBI to require evidence of compliance through site permit process	
North South	F.3. Toxic Air Contaminants (TACs)  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	Owner, other owners	Prior to issuance of Certificate of Occupancy for relevant facilities	DBI	Agency, DBI to require verification prior to issuance of Certificate of Occupancy in consultation with DPH	

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
South	<b>F.4 Meteorology Station</b> 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.	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.a.</b> 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	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.b.</b> Once site selections are recommended, contact the BAAQMD for consultation and comment on the sites	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.c.</b> Hire a contractor to select certified equipment and software	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.d.</b> Consult the BAAQMD on the equipment and software that is selected prior to purchase	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.e.</b> Construct and site the station according to BAAQMD standards (written guidelines may be obtained from the District)	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.f.</b> Provide data from the station to the BAAQMD on a real-time basis	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH
	<b>F.4.g.</b> At a minimum, take continuous wind speed and direction measurements for a period of at least two years	Owner and/or UCSF	Implement through site planning process as part of first UCSF construction phase or other construction phase	Redevelopment Agency; BAAQMD; DPH	Review as part of site planning process for first construction phase; consult with Redevelopment Agency, BAAQMD, DPH

	MITIGATION MEASURE	M. JN RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North/South	<b>F.5 Dry Cleaning Facilities</b> Prohibit dry cleaning facilities that conduct on-site dry cleaning operations in residential areas within the Project Area. For any dry cleaning operations within 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.	Owner, other developers; Redevelopment Agency	Implement as part of Project-level review	Redevelopment Agency; DPH; BAAQMD	Agency to review land uses as part of Project-level review and consult with DPH, DBI and BAAQMD regarding any vapor barrier requirements
North/South	<b>F.6 Child-Care Buffer Zones</b> 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.	Owner, other developers	Implement as part of Project-level review	Redevelopment Agency; DPH; BAAQMD	Agency to review land uses as part of Project-level review and require evidence of consultation prior to inclusion of such uses in a Major Phase or Project
	<b>G. NOISE AND VIBRATION</b>				
North/South	<b>G.1 Noise Reduction in Pile Driving</b> 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 pile-driving equipment, vibrating piles into place when feasible, installing shrouds around the pile-driving hammer where feasible, and restricting the hours of operation.	Owner, other developers	Provide information regarding compliance prior to pile driving	Redevelopment Agency; DPW/DBI	DPW/DBI to review information prior to pile driving as part of site permit process
North	<b>G.2 Analyze Potential Vibrations from Caltrain</b> 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.	Owner, other developers	Provide information regarding compliance prior to foundation construction	Redevelopment Agency; DPW/DBI	DPW/DBI to review information prior to issuance of site permit
	<b>H. SEISMICITY</b>				
North/South	<b>H.1 Heavy Equipment Storage</b> 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.	Owner, other developers	Include in emergency response plan; update as necessary	Redevelopment Agency; Office of Emergency Services (OES)	Require emergency response plan prior to issuance of first Certificate of Occupancy; require periodic updates
North/South	<b>H.2 Emergency Preparedness and Emergency Response</b> 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	Owner, other developers	Include in emergency response plan; update as necessary	Redevelopment Agency; Office of Emergency Services (OES)	Require emergency response plan prior to issuance of first Certificate of Occupancy; require periodic updates

	H.3 Comprehensive Preparedness and Response Plan	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North South	<p>H.3.a. 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:</p> <ul style="list-style-type: none"> <li>• Community coordination and 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>	Owner	Include in emergency response plan; update as necessary	Redevelopment Agency; OES	Require emergency response plan prior to issuance of first Certificate of Occupancy; require periodic updates
North South	H.3.b. 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.	Owner, other developers	Include in Project-level response plan; update as necessary	Redevelopment Agency; OES	Require prior to issuance of Certificate of Occupancy for each Project; require periodic updates
South	<p>H.4 Fire Station No. 30</p> <p>Provide seismic rehabilitation of Fire Station No. 30 in the Project Area, if the building is to be reused for human occupancy.</p>	Fire Department	See Measures D.1-D.3	See Measures D.1-D.3	See Measures D.1-D.3
South	<p>H.5 New Fire Station</p> <p>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.</p>	City; Fire Department; Owner as allocated in South Infrastructure Plan	Owner obligation to transfer site and make available certain funds and City obligation to fund the balance and construct as provided in South Owner Participation Agreement and Infrastructure Plan	Redevelopment Agency; City; Fire Department	As provided in South Owner Participation Agreement and Infrastructure Plan

MEASURE		MITIGATION SCHEDULE	MITIGATING RESPONSIBILITY	MONITORING ACTION/ SCHEDULE
North/South	<p><b>Immediate Emergency Access Routes</b></p> <p>As part of the comprehensive preparedness plan identified in Measure H.3, 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 16<sup>th</sup> Street in a manner that would allow emergency vehicle access between these buildings in a catastrophic event.</p>	Owner	Review as part of Major Phase	Review as part of Major Phase
North/South	<p><b>H.7 Corrosivity</b></p> <p>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.</p>	Owner, other developers	Include in relevant infrastructure improvement plans	DPW; DBI
<b>I. HEALTH AND SAFETY</b>				
South	<p><b>I.1 Biohazardous Materials Handling Guidelines</b></p> <p>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 <i>Biosafety in Microbiological and Biomedical Laboratories, Guidelines for Research Involving Recombinant DNA Molecules (NIH Guidelines)</i>, and <i>Guide for the Care and Use of Laboratory Animals</i>, or their successors, as applicable.</p>	Owner, other developers	As part of building permit process; provide annual certification thereafter	DPH; DBI
South	<p><b>I.2 Use of HEPA Filters</b></p> <p>Require businesses handling 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.</p>	Owner, other developers	As part of building permit process; provide annual update certification thereafter	DPH; DBI
South	<p><b>I.3 Handling of Biohazardous Materials</b></p> <p>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.</p>	Owner, other developers	As part of building permit process; provide annual update certification thereafter	DPH; DBI



		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	<b>J. CONTAMINATED SOILS AND GROUNDWATER</b>				
North South	<p><b>J. 1 Risk Management Plan(s)</b></p> <p>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 <math>1 \times 10^{-6}</math> 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.</p>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	See measures J.1a-J.1e below	See measures J.1a-J.1e below
	<p><b>BMP Enforcement</b></p> <p><b>J. 1a</b> Provide an enforcement structure for RMPs, to be in place and effective during construction and after project development, including:</p> <ol style="list-style-type: none"> <li>I. Develop and record a restrictive covenant as an Environmental Restriction and Covenant under California Civil Code Section 1471 that:             <ol style="list-style-type: none"> <li>a. Places limits on future uses in the Project Area consistent with the provisions in the RMP;</li> <li>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</li> <li>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.</li> </ol> </li> <li>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.</li> </ol>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; Redevelopment Agency	RWQCB to approve RMP prior to site development; Agency to ensure RWQCB approval

	TATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	<p><b>Pre-Development</b></p> <p>Include, at a minimum, the following elements in the RMP:</p> <p>J.1b 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:</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/vispassers, 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. No further action prior to development (other than that required under Article 20 or other applicable regulations) would be required in areas in which ITLs are not exceeded</p>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; Redevelopment Agency	RWQCB to approve RMP prior to site development and conduct any ongoing monitoring of its provisions; Agency to ensure RWQCB approval of RMP

		RESPONSIBILITY	RESPONSIBILITY	RESPONSIBILITY	RESPONSIBILITY
	<p>J.1c 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> <ul style="list-style-type: none"> <li>i. <u>Limit Direct Access to Uncovered Native Soil on Undeveloped Portions of the Project Area.</u> To effectively limit access, install fencing or other physical barriers around the identified areas, and post "no trespassing" signs.</li> <li>ii. <u>Hydraseed or Apply Other Vegetative or Other Cover to Uncovered Areas.</u> Hydraseed 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.</li> <li>iii. <u>Include Safety Notices in Leases.</u> 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.</li> <li>iv. <u>Conduct Periodic Inspections of Open Spaces.</u> 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.</li> <li>v. <u>Periodic Monitoring.</u> 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. If the inspections identify areas where measures have been rendered ineffective, implement corrective action.</li> </ul>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; Redevelopment Agency	RWQCB to approve RMP prior to site development and conduct any ongoing monitoring of its provisions; Agency to ensure RWQCB approval of RMP
	<p><u>Development</u></p> <p>J.1d 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>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; DPH Redevelopment Agency	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process

	ON MEASURE	MIT RES. LIABILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
J.1e	<p>Identify site access controls to be implemented during construction, such as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>Post "no trespassing" signs.</li> <li>Provide on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.</li> </ol>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process
J.1f	<p>Identify protocols for managing soil during construction, which will include at a minimum:</p> <ol style="list-style-type: none"> <li>The dust controls found in Measure F.2 in Section VI.F, Mitigation Measures: Air Quality.</li> <li>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.</li> <li>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.</li> <li>Protocols for managing stockpiled and excavated soils.</li> <li>A program for off-site dust monitoring, consisting of real-time monitoring for PM<sub>10</sub> 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. If monitoring shows dust levels exceeding 250 <math>\mu\text{g}/\text{m}^3</math>, implement additional dust control measures, such as continuous misting of exposed areas with water, until concentrations are reduced below the action level.</li> </ol>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process
J.1g	<p>Identify protocols for managing groundwater, which will include at a minimum:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; DPH Redevelopment Agency	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	J.1h Include SWPPP requirements and BMPs as described in Mitigation Measure K.1 in Section VI.K, Mitigation Measures: Hydrology and Water Quality.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; DPH Redevelopment Agency	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process
	J.1i 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.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency; DPH	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process
	J.1j 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.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency; DPH	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process
	J.1k Establish procedures, as necessary, so that construction activities avoid interfering with any RWQCB-required site investigation and remediation in the free product area.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency; DPH	RWQCB to approve RMP prior to site development; DPH and, depending on the improvement, DBI or DPW, to ensure implementation of construction-related portions of any measures included in RMP through permit process
	<b>Post-Development</b>	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; Redevelopment Agency	RWQCB to approve RMP prior to site development and conducting any ongoing monitoring; Agency to ensure RWQCB approval
	J.1l 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.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; Redevelopment Agency	RWQCB to approve RMP prior to site development and conducting any ongoing monitoring; Agency to ensure RWQCB approval

		MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SL	
	Prohibit residences with unrestricted access to soils in front yards or backyards anywhere in the Project Area.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency	RWQCB to approve RMP prior to site development and conducting any ongoing monitoring; Agency to ensure RWQCB approval
	J.1n 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.1d through J.1k. Following construction or excavation or soil disturbance, restore the cap in accordance with the provisions of the RMP as called for in Measure J.1l.	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; DBI; DPW; Redevelopment Agency	RWQCB to approve RMP prior to site development and conducting any ongoing monitoring; Agency to ensure RWQCB approval
	J.1o 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	Owner, Agency, other developers	As provided in the EIRP or in RMPs	RWQCB; Redevelopment Agency	RWQCB to approve RMP prior to site development and conducting any ongoing monitoring; Agency to ensure RWQCB approval
North South	J.2 <u>Site Specific Risk Evaluation</u>  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 $1 \times 10^{-6}$ 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.	Owner; other developers	RWQCB to review prior to site work	RWQCB; DBI; DPH, Redevelopment Agency; SFUSD	RWQCB to review and approve evaluations and monitor compliance; Agency, DBI and DPH to ensure RWQCB review and approval through permit process; SFUSD to ensure RWQCB review and approval through school siting process
	K. <u>HYDROLOGY AND WATER QUALITY</u>				
North South	K.1 <u>Stormwater Pollution Prevention Program (SWPPP)</u>  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.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI; San Francisco Public Utilities Commission (SFPUC)	Review as part of subdivision improvement plans approval
	K.1.a. Minimize dust during demolition, grading, and construction by lightly spraying exposed soil on a regular basis.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	K.1.b. 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).	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.c. Minimize the area and length of time during which the site is cleared and graded.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.d. 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.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.e. 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.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.f. Follow design and construction standards found in the <i>Manual of Standards for Erosion and Sediment Control Measures</i> for placement of riprap and stone size.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.g. 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.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.h. Clean wheels and cover loads of trucks carrying excavated soils before they leave the construction site.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
	K.1.i. 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.	Owner, other developers	Submit as part of subdivision improvement plans	DPW; DBI	Review as part of subdivision improvement plans approval
North South	<b>K.2 Changes in Sanitary Sewage Quality</b>  In addition to developing and implementing a Stormwater Management Program for the Central Bay Basin (see Mitigation Measure K.5), 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.	Owner, other developers	Submit as part of subdivision improvement plans	Agency; DPW; SFPUC	Review as part of subdivision improvement plans approval

	MITIGATION MEASURE	MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North South	<p><b>K.3 Sewer Improvement Design</b></p> <p>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.</p>	Subject to regulatory approvals, Owner, other developers	Submit as part of subdivision improvement plans	Agency; DPW; SFPUC	Review as part of subdivision improvement plans approval
South	<p><b>K.4 Alternative Technologies to Improve Stormwater Discharge Quality</b></p> <p>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.</p>	Subject to regulatory approvals, Owner, other developers	Submit as part of subdivision improvement plans	Agency; DPW; SFPUC	Review as part of subdivision improvement plans approval
South	<p><b>K.5 Central Bay Basin Stormwater Management Program</b></p> <p>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. If the City and County of San Francisco develops a city-wide stormwater management program, such a program would supersede the stormwater management program for the Project Area. Periodically prepare and submit a monitoring report to the City detailing progress on implementation of Best Management Practices. Modify the Stormwater Management Program, as necessary, to respond to changes in conditions, and record any changes made (additions or deletions) in the monitoring report.</p>	Subject to regulatory approvals, Owner, other developers	Submit as part of subdivision improvement plans	Agency; DPW; SFPUC	Review as part of subdivision improvement plans approval for the first submission that would contribute to direct discharges of stormwater to near-shore waters
North South	<p><b>K.6 Structure Placement and Design to Minimize Dangers of Flooding</b></p> <p>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:</p>	Owner, other developers	Submit as part of site permit documentation	DBI; DPW	Review as part of site permit approval



		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	K.6.a. Sell back from the water's edge	Owner, other developers	Submit as part of site permit review	DBI; DPW	Review as part of site permit approval
	K.6.b. Install seawalls, dikes, and/or berms during construction of infrastructure	Owner, other developers	Submit as part of site permit review	DBI; DPW	Review as part of site permit approval
	K.6.c. Provide for dewatering basements	Owner, other developers	Submit as part of site permit review	DBI; DPW	Review as part of site permit approval
	K.6.d. Construct streets and sidewalks above existing grades by reducing the amount of excavation for utilities or basements	Owner, other developers	Submit as part of site permit review	DBI; DPW	Review as part of site permit approval
	K.6.e. Use topsoil to raise the level of public open spaces	Owner, other developers	Submit as part of site permit review	DBI; DPW	Review as part of site permit approval
	K.6.f. Use half-basements and partially depressed garage levels to minimize excavation	Owner, other developers	Submit as part of site permit review	DBI; DPW	Review as part of site permit approval
	<b>L CHINA BASIN CHANNEL VEGETATION AND WILDLIFE</b>				
North/South	<b>L.1 Salt Marsh Wetland Habitat Mitigation Plan</b> 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.	Subject to regulatory approval, Owner	Prior to commencement of channel banks work involving wetlands	U.S. Army Corps; RWQCB; BCDC; DPW; Agency	U.S. Army Corps to review as part of Projects involving wetlands construction; DPW to review as part of subdivision improvement plans
North/South	<b>L.2 Wetland Habitat Avoidance</b> 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.	Subject to regulatory approval, Owner	Prior to commencement of channel banks work involving wetlands	Redevelopment Agency; U.S. Army Corps; RWQCB; BCDC; DPW	U.S. Army Corps to review as part of Projects involving wetlands construction; DPW to review as part of subdivision improvement plans
North/South	<b>L.3 Construction During Pacific Herring Spawning Season</b> 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).	Owner, other developers	Prior to commencement of relevant work	DPW, DBI	DPW and/or DBI to review as part of subdivision improvement plans or site permit process

		MONITORING RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
North / South	<p><u>Turbidity Prevention</u></p> <p>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.</p>	Owner, other developers	Prior to water-side construction	DPW; DBI	DPW and/or DBI to review in connection with subdivision improvement plans or site permit process
North / South	<p><u>L.5 Construction In Channel</u></p> <p>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 benched in place at the toe of slope below any grading or rubble-removing activities.</p>	Owner	Prior to construction in or near the Bay or Channel	DPW, DBI	DPW to review in connection with subdivision improvement plans or site permit process
North / South	<p><u>L.6 Removal and Disposal Plan</u></p> <p>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.</p>	Subject to regulatory approval, Owner	Prior to support pile removal	RWQCB; DPW	DPW to review in connection with subdivision improvement plans or site permit process
	<b>M. COMMUNITY SERVICES AND UTILITIES</b>				
South	<p><u>M.1 Transfer School Site</u></p> <p>Transfer the 2.2 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.</p>	Owner, under the terms and conditions of South Infrastructure Plan and South OPA	As specified in measure	Redevelopment Agency; SFUSD	Review in connection with Major Phase and/or Project-level plan approval
North / South	<p><u>M.2 Include Water Conservation in Buildings and Landscaping</u></p> <p>Include methods of water conservation in Mission Bay buildings and landscaping. Water conservation methods include the following:</p>				
	<p>M.2.a. Install water conserving dishwashers and washing machines in rental apartments and condominiums</p>	Owner, other developers	Include in site permit plans	DPW; DBI	Review in connection with site permit process or subdivision improvement plans

		MITIGATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTIONS/SCHEDULE
	M.2.b. Install water conserving dishwashers and water efficient centralized cooling systems in office buildings	Owner, other developers	Include in site permit plans	DPW; DBI	Review in connection with site permit process or subdivision improvement plans
	M.2.c. Incorporate water efficient laboratory techniques in research facilities where feasible	Owner, other developers	Include in site permit plans	DPW; DBI	Review in connection with site permit process or subdivision improvement plans
	M.2.d. Provide information to residences and businesses advising methods to conserve water	Owner, other developers	Include in site permit plans	DPW; DBI	Review in connection with site permit process or subdivision improvement plans
	M.2.e. Install water conserving irrigation systems (e.g., drip irrigation)	Owner, other developers	Include in site permit plans	DPW; DBI	Review in connection with site permit process or subdivision improvement plans
	M.2.f. Design landscaping using drought resistant and other low-water use plants	Owner, other developers	Include in site permit plans	DPW; DBI	Review in connection with site permit process or subdivision improvement plans
North / South	<b>M.3 Extend Auxiliary Water Supply System</b> 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.	Owner	Include in site permit plans	Redevelopment Agency; DPW	Review in connection with site permit process or subdivision improvement plans
South	<b>M.4 Sewers and Wastewater Treatment</b> Construct a fence around any interim surface detention basins.	Owner	During construction and operation of basins	Redevelopment Agency; DPW	Review as part of Project-level and/or site permit process
South	<b>M.5 Stormwater Runoff Control and Drainage</b> 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.	Owner	Include in subdivision improvement plans	Redevelopment Agency; DPW	Review in connection with subdivision improvement plans and/or site permit process

		RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING RESPONSIBILITY	MONITORING ACTION SCHEDULE
South	<p><u>Construct New Fire Station and Provide New Engine Company</u></p> <p><b>M.6.a. Construct New Fire Station</b></p> <p>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.</p>	City; Fire Department; Owner	Owner obligation to transfer title and make available certain funds and City obligation to fund the balance and construct as provided in South Owner Participation Agreement and Infrastructure Plan	Redevelopment Agency; City; Fire Department	As provided in the South Owner Participation Agreement and Infrastructure Plan
South	<p><b>M.6.b. Provide New Engine Company</b></p> <p>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.</p>	City	In conjunction with construction of fire station	Redevelopment Agency; Fire Department	As provided in the South Owner Participation Agreement and Infrastructure Plan

Tables 1-3 (North Plan Area)

MITIGATION MONITORING AND REPORTING PROGRAM

**TABLE 1. MISSION BAY PM PEAK HOUR VEHICLE TRIP GENERATION RATES**

Project Areas	Land Use Type	PM Peak Hour Vehicle Trip Rate
Mission Bay North	Retail	1.56 per ksq. ft.
	Restaurant	6.02 per ksq. ft.
	Residential	0.75 per d.u.
	Movie Theater	0.06 per seat
Mission Bay South	Retail	2.00 per ksq. ft.
	Hotel	0.27 per room
	Residential	0.81 per d.u.
	Office	0.95 per ksq. ft.
	Research & Development	0.59 per ksq. ft.
	Large Retail	4.50 per ksq. ft.
UCSF Campus	UCSF	0.61 per ksq. ft.
	School	0.05 per student

Notes:

ksq. ft. = 1,000 square feet

d.u. = dwelling unit

Source: Table VI.1, p. VI.8, Volume II, Draft Mission Bay Subsequent Environmental Impact Report

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TABLE 2. MISSION BAY NORTH: INTERSECTION IMPROVEMENT THRESHOLDS  
BASED ON CUMULATIVE PROJECT PM PEAK HOUR VEHICLE TRIPS\*

Intersection	Measure	Mission Bay PM Peak Hour Vehicle Trips
Third/King	Reconfigure signal & widen street.	5,500
Fourth/King <sup>1</sup>	Reconfigure signal & widen street.	5,500
Fifth/King	Narrow median & reconfigure signal.	8,200 <sup>2</sup>
Third/Berry	New signal & restripe street.	5,500
Seventh/Berry	Restripe street.	14,200 <sup>3</sup>
Third/Townsend	Restripe street.	10,400 <sup>3</sup>
Seventh/Townsend	Restripe street.	8,200 <sup>3</sup>
Eighth/Townsend	Intersection reconstruction.	8,200 <sup>3</sup>
Fourth/Berry <sup>1</sup>	Reconfigure signal.	14,200 <sup>3</sup>

\* When Mission Bay development reaches a level that produces the number of p.m. peak hour project vehicle trips shown, the intersection would need to include the measures shown in order to maintain an acceptable level of service.

<sup>1</sup> Improvements may be needed before the vehicle threshold indicated because of conformity with MUNI Third Street Light Rail extension construction.

<sup>2</sup> May include development of up to 460,000 square feet of commercial/industrial, 40,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

<sup>3</sup> May include development of up to 1,064,000 square feet of commercial/industrial, 90,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

Source: Table VI.2, p.VI.13 and Table VI.4, p.VI.21, Volume II, Draft Mission Bay Subsequent Environmental Impact Report

**TABLE 3. MISSION BAY NORTH: STREET SEGMENT  
IMPROVEMENT THRESHOLDS BASED ON CUMULATIVE PROJECT  
PM PEAK HOUR VEHICLE TRIPS\***

Street Segment	PM Peak Hour Vehicle Trips
King Street (eastbound) between Fourth and Fifth Streets	5,500
King Street (westbound) between Fifth and Berry Streets	
Third Street between Berry and King Streets	5,500
Fourth Street between Townsend Street and Peter Maloney Bridge <sup>1</sup>	5,500
Berry Street extension to The Common	8,200 <sup>2</sup>

\* When Mission Bay development reaches a level that produces the number of p.m. peak hour project vehicle trips shown, the intersection would need to include the measures shown in order to maintain an acceptable level of service.

<sup>1</sup> Improvements may be needed before the time indicated because of conformity with MUNI Third Street Light Rail extension construction.

<sup>2</sup> May include development of up to 460,000 square feet of commercial/industrial, 40,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

Source: Table VI.5, p.VI.16, Volume II, Draft Mission Bay Subsequent Environmental Impact Report

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Tables 1-3 (South Plan Area)

MITIGATION MONITORING AND REPORTING PROGRAM

**TABLE 1. MISSION BAY PM PEAK HOUR VEHICLE TRIP GENERATION  
RATES**

Project Areas	Land Use Type	PM Peak Hour Vehicle Trip Rate
Mission Bay North	Retail	1.36 per ksq. ft.
	Restaurant	6.02 per ksq. ft.
	Residential	0.75 per d.u.
	Movie Theater	0.06 per seat
Mission Bay South	Retail	2.00 per ksq. ft.
	Hotel	0.27 per room
	Residential	0.81 per d.u.
	Office	0.95 per ksq. ft.
	Research & Development	0.59 per ksq. ft.
	Large Retail	4.50 per ksq. ft.
UCSF Subarea	UCSF	0.61 per ksq. ft.
	School	0.05 per student

Notes:

k sq. ft. = 1,000 square feet

d.u. = dwelling unit

Source: Table VI.1, p. VI.8, Volume II, Draft Mission Bay Subsequent Environmental Impact Report.

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**TABLE 2. MISSION BAY SOUTH: INTERSECTION IMPROVEMENT THRESHOLDS  
BASED ON CUMULATIVE PROJECT P.M. PEAK HOUR VEHICLE TRIPS\***

Intersection	Measure	Mission Bay PM Peak Hour Vehicle Trips
Third/The Common <sup>1</sup>	New signal.	10,400 <sup>*</sup>
Third/South <sup>1</sup>	New signal.	8,200 <sup>*</sup>
Third/Owens <sup>1</sup>	New signal.	8,200 <sup>*</sup>
Third/16th	Reconfigure signal & widen street.	8,200 <sup>*</sup>
Third/Mariposa <sup>1</sup>	Reconfigure signal & widen street.	14,200 <sup>1</sup>
Fourth/Owens <sup>1</sup>	New signal.	8,200 <sup>*</sup>
Fourth/South	New signal.	8,200 <sup>*</sup>
Fourth/16 <sup>2a</sup>	New signal.	8,200 <sup>*</sup>
Fourth/Mariposa	New signal.	8,200 <sup>*</sup>
Seventh/16 <sup>2a</sup>	New signal & restripe street.	5,500
Owens/16 <sup>2a</sup>	New signal.	10,400 <sup>*</sup>
Owens/Mariposa/I-280 Off-ramp	Reconfigure signal.	5,500
I-280 On-ramp/Mariposa	New signal.	10,400 <sup>*</sup>
Vermont/16 <sup>2a</sup>	New signal.	2,600
Potrero/16 <sup>2a</sup>	Restripe street.	8,200 <sup>*</sup>
Seventh/Brannan	Restripe street.	15,400 <sup>3</sup>
Seventh/The Common/Berry Connector <sup>2</sup>	New signal, railroad crossing, & restripe street.	8,200 <sup>*</sup>

\* When Mission Bay development reaches a level that produces the number of p.m. peak hour project vehicle trips shown, the intersection would need to include the measures shown in order to maintain an acceptable level of service.

<sup>1</sup> Improvements may be needed before the vehicle threshold indicated to conform with MUNI Third Street Light Rail extension construction.

<sup>2</sup> This Improvement would be triggered earlier if 2,300 p.m. peak hour vehicle trips were generated by Owner and UCSF development in Mission Bay South before a total of 8,200 p.m. peak hour vehicle trips were generated by all development in Mission Bay as a whole.

<sup>3</sup> Remove on-street parking and restripe within the existing right of way to provide two (2) lanes for the westbound approach and adjust signal timing by the end of a project development that produces 5,500 p.m. (evening) peak hour vehicle trips.

<sup>4</sup> May include development up to 460,000 square feet of commercial/industrial, 40,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

<sup>5</sup> May include development of up to 1,064,000 square feet of commercial/industrial, 90,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

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Source: Table VI.2, p. VI.13 and Table VI.4, p. VI.21, Volume II, Draft Subsequent Environmental Impact Report.

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**TABLE 3. MISSION BAY SOUTH: STREET SEGMENT IMPROVEMENT THRESHOLDS  
BASED ON CUMULATIVE PROJECT P.M. (EVENING) PEAK HOUR VEHICLE TRIPS\***

Street Segment	Mission Bay PM Peak Hour Vehicle Trips
Fourth Street between 16 <sup>th</sup> and Mariposa Streets	8,200 <sup>3</sup>
Fourth Street between 16 <sup>th</sup> and South Streets	8,200 <sup>3</sup>
Fourth Street between South Street and China Basin Channel Bridge	10,400 <sup>3</sup>
Owens Street between Third and Fourth Streets <sup>1</sup>	10,400 <sup>3</sup>
Owens Street between Fourth Street and The Common	14,200 <sup>4</sup>
Owens Street between The Common and 16 <sup>th</sup> Street	10,400 <sup>3</sup>
Owens Street between 16 <sup>th</sup> and Mariposa Streets	12,200 <sup>4</sup>
Connection of Common Streets to Seventh Street <sup>2</sup>	8,200 <sup>3</sup>
Third Street, south of 16 <sup>th</sup> Street, approximately one-third the distance between 16 <sup>th</sup> and Mariposa Streets	8,200 <sup>3</sup>
Mariposa Street Caltrain Bridge Widening	10,400 <sup>3</sup>
Mariposa Street between Caltrain Bridge and Fourth Street	12,200 <sup>4</sup>
Mariposa Street between Fourth and Third Streets <sup>3</sup>	14,200 <sup>4</sup>
Mariposa Street between Third Street and Terry A. François Boulevard	14,200 <sup>4</sup>

\* When Mission Bay development reaches a level that produces the number of p.m. (evening) peak hour project vehicle trips shown, the intersection would need to include the measures shown in order to maintain an acceptable level of service.

<sup>1</sup> Improvements may be needed earlier to conform with MUNI's Third Street Light Rail extension construction.

<sup>2</sup> This Improvement would be triggered earlier if 2,300 p.m. (evening) peak hour vehicle trips were generated by Owner and UCSF development in Mission Bay South before a total of 8,200 p.m. peak hour vehicle trips were generated by development in Mission Bay as a whole.

<sup>3</sup> May include development of up to 460,000 square feet of commercial/industrial, 40,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

<sup>4</sup> May include development of 1,064,000 square feet of commercial/industrial, 90,000 square feet of city-serving retail and 90 dwelling units which are not part of the Owner Project in the South Plan Area.

<sup>5</sup> This improvement requires the taking of an adjacent building which is subject to leaseholds. If the Improvement is triggered prior to redevelopment or leasehold termination, additional analysis may be warranted to avoid unnecessary condemnation proceedings.

Source: Table VI.2, p. VI.13 and Table VI.4, p. VI.21, Volume II, Draft Mission Bay Subsequent Environmental Impact Report.

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**EXHIBIT 2**  
**MITIGATION MEASURES AS SET FORTH IN THE FSEIR**

**D. VISUAL QUALITY AND URBAN DESIGN**

**Lighting and Glare**

- D.1 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. Applies to Mission Bay North and Mission Bay South.

**Architectural Resources**

- D.2a 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. Applies to Mission Bay South.
- D.2b 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 Redevelopment Agency. Applies to Mission Bay South.

**Archaeological Resources**

- D.3 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

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(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. At the completion of the archaeological testing program, the archaeologist would submit a written report first and directly to the ERO and the President of the LPAB, with a copy to the project sponsor, which describes the findings, assesses their significance and proposes appropriate recommendations for any additional procedures necessary for the mitigation of adverse impacts to cultural resources determined to be significant.

Retain a certified archaeologist to supervise a program of on-site monitoring during site excavation in the six historic resource areas, following site clearance and pre-excavation testing. The certified archaeologist would record observations in a permanent log. Should cultural or historic artifacts be found following commencement of excavation activities, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of LPAB. Upon receiving the advice of the consultant and the LPAB, the ERO would recommend specific mitigation measures, if necessary. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO and the President of the LPAB, with a copy to the project sponsor.

Suspend excavation or construction activities which might damage discovered cultural resources for a total maximum of four weeks over the course of construction at each site to permit inspection, recommendation and retrieval, if appropriate.

Implement an appropriate security program to prevent looting or destruction, if cultural resources of potential significance are discovered. Any discovered cultural artifact assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in a repository designated for such materials or possibly exhibited in a public display. Following approval of the archaeological testing and monitoring program reports by the ERO and the President of LPAB, a final report would be sent to the California Archaeological Site Survey Office at Sonoma State University, the Foundation for San Francisco's Architectural Heritage and the State Office of Historic Preservation. The Office of Environmental Review would receive three final

copies of the final archaeological findings report. Archaeological testing could be coordinated with other site investigations for geotechnical and toxic waste purposes.

Applies to Mission Bay North and Mission Bay South.

- D.4 Develop archaeological exploration programs, consistent with Measure D.3, above, for pre-identified sensitive historic archaeologic areas that should include the following:

D.4a 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 significance and the maximum retrieval of archaeological data;

D.4b Examine large-scale exposure of soil profiles;

D.4c Complete detailed field records, including photographs and drawings, to document subsurface soil profiles, archaeological deposits and integrity of such deposits; and

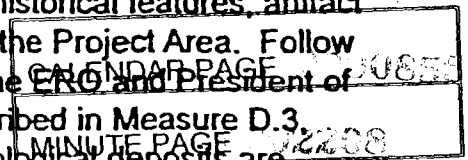
D.4d Complete a detailed report of findings to describe research and exploration methodologies, testing results, all archaeological findings and recommendations for resource management.

Applies to Mission Bay North and Mission Bay South.

- D.5 Archival review suggests that depositional integrity of the late 19th-century city dump has been lost because of scavenging while the dump was in operation; however, important historical artifacts may still be present. Pre-construction archaeologic testing is therefore not recommended. Archaeological monitoring during construction would be the appropriate mitigation measure for that area. Therefore, retain the services of a qualified archaeologist. The ERO in consultation with the President of the LPAB and the archaeologist would determine whether the archaeologist should instruct all excavation and foundation crews in the area of the 19th-century city dump of the potential for discovery of cultural and historic artifacts or features. If such artifacts or features were uncovered, follow procedures described in Measure D.3 for suspension of construction activities, notification of the ERO and President of the LPAB, and development recovery measures, as appropriate.

Applies to Mission Bay North and Mission Bay South.

- D.6 The entire Mission Bay Project Area has at least some sensitivity for the presence of unknown archaeological remains. Prehistoric cultural deposits could be encountered in three identified areas and unknown historical features, artifact caches and debris areas could be located anywhere in the Project Area. Follow procedures for instructing excavation crews, notifying the ERO and President of the LPAB, and developing recovery measures, as described in Measure D.3, above. In addition, in the event that prehistoric archaeological deposits are



discovered, consult local Native American organizations. Dialogue with the ERO, LPAB and the archaeological consultant would take place in developing acceptable archaeological testing and excavation procedures, particularly in regard to the disposition of cultural materials and Native American burials. Applies to Mission Bay North and Mission Bay South.

### **Pedestrian-Level Winds**

- D.7 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 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 based on the above hazard criterion 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. Applies to Mission Bay North and Mission Bay South.

### **Shadows**

- D.8 The Redevelopment Plan documents would require analysis of potential shadows on existing and proposed open spaces during the building design and review process.

Measure is identified as a feature of the project on p. 13 in Appendix A, Initial Study. Applies to Mission Bay North and Mission Bay South.

## **E. TRANSPORTATION**

### **Traffic**

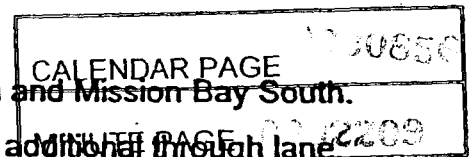
#### Intersections

- E.1 Third Street/King Street. Applies to Mission Bay North and Mission Bay South.

- E.1a Widen the northbound approach to provide an additional through lane on the west side of Third Street.
- E.1b Reconfigure the existing traffic signal.
- E.1c Install "Don't Block the Box" signs.

- E.2 Third Street/Berry Street. Applies to Mission Bay North and Mission Bay South.

- E.2a Restripe the northbound approach to provide an additional through lane

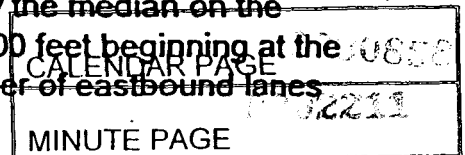


- E.2b Reconfigure the existing traffic signal.
- E.2c Install "Don't Block the Box" signs.
- E.3 Third Street/Owens Street. Applies to Mission Bay South.  
Install a new traffic signal.
- E.4 Third Street/The Common. Applies to Mission Bay South.  
Install new traffic signals.
- E.5 Third Street/South Street. Applies to Mission Bay South.  
Install a new traffic signal.
- E.6 Third Street/16th Street. Applies to Mission Bay South.
  - E.6a Widen the northbound approach to provide two exclusive left-turn lanes.
  - E.6b Reconfigure the existing traffic signal.
- E.7 Third Street/Mariposa Street. Applies to Mission Bay South.
  - E.7a Widen the eastbound approach to provide an additional through lane.
  - E.7b Widen and restripe the westbound approach to provide an exclusive left-turn lane and an additional through lane.
  - E.7c Reconfigure the existing traffic signal.
- E.8 Fourth Street/King Street. Applies to Mission Bay North.
  - E.8a Widen the eastbound approach to provide an exclusive right-turn lane.
  - E.8b Reconfigure the existing traffic signal.
  - E.8c Install "Don't Block the Box" signs.
- E.9 Fourth Street/Berry Street. Applies to Mission Bay North.
  - E.9a Restripe the westbound approach to provide an additional lane.
  - E.9b Restripe the northbound approach to provide an additional lane.
  - E.9c Reconfigure the existing traffic signal.
  - E.9d Install "Don't Block the Box" signs.
- E.10 Fourth Street/Owens Street. Applies to Mission Bay South.  
Install a new traffic signal.
- E.11 Fourth Street/UCSF private street forming the western extension of South Street.  
Applies to Mission Bay South.  
Install a new traffic signal.

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- E.12 Fourth Street/16th Street. Applies to Mission Bay South.  
Install a new traffic signal.
- E.13 Fourth Street/Mariposa Street. Applies to Mission Bay South.  
E.13a Widen the eastbound and westbound approaches to provide exclusive left-turn lanes.  
E.13b Install a new traffic signal.
- E.14 Seventh Street/16th Street. Applies to Mission Bay South.  
E.14a Remove on-street parking on all approaches.  
E.14b Restripe the northbound and eastbound approaches to provide an additional through lane.  
E.14c Restripe the southbound approach to provide an additional through lane and an exclusive left-turn lane.  
E.14d Restripe the westbound approach to provide an additional through lane and a right-turn pocket.  
E.14e Install a new traffic signal.  
E.14f Provide the appropriate traffic warning devices for the Caltrain track crossing.
- E.15 Owens Street/16th Street. Applies to Mission Bay South.  
Install a new traffic signal.
- E.16 Owens Street/Mariposa Street/I-280 Off-ramp. Applies to Mission Bay South.  
E.16a Widen the eastbound approach to provide an exclusive left-turn lane.  
E.16b Reconfigure the existing traffic signal.
- E.17 I-280 On-ramp/Mariposa Street. Applies to Mission Bay South.  
E.17a Widen the westbound approach to provide an exclusive left-turn lane.  
E.17b Install a new traffic signal.
- E.18 Seventh Street/The Common. Applies to Mission Bay South.  
E.18a Install a new traffic signal.  
E.18b Provide the appropriate traffic warning devices for the Caltrain railroad track at-grade crossing.
- E.19 Fifth Street/King Street. Applies to Mission Bay North.  
E.19a Narrow approximately 250 feet of the median on the westbound approach to provide an exclusive left-turn lane.  
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.  
E.19c Reconfigure the existing traffic signal.



### Street Segments

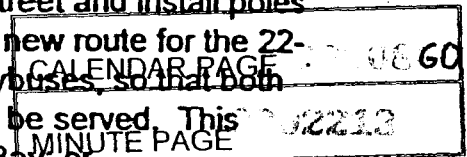
- E.21 Third Street.** Applies to Mission Bay North and Mission Bay South.
- E.21a** Widen Third Street on the west side between Berry Street and King Street to accommodate the additional lanes described in Measure E.1.
  - E.21b** Widen Third Street for approximately one-third the distance between Mariposa Street and 16th Street to accommodate the lane configuration described in Measure E.6.
  - E.21c** In cooperation with MUNI 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 Measure E.6 and E.7.
- E.22 Mariposa Street.** Applies to Mission Bay South.
- Widen Mariposa Street between Terry A. François Boulevard and Pennsylvania Street, including the bridge over the Caltrain tracks.
- E.23 Fourth Street.** Applies to Mission Bay North and Mission Bay South.
- E.23a** Widen Fourth Street between China Basin Channel and King Street to accommodate the Third Street light rail tracks and a MUNI station platform between Berry and King Streets.
  - E.23b** Extend Fourth Street southward, parallel to Third Street, to intersect with Mariposa Street at the existing intersection with Minnesota Street.
- E.24 King Street.** Applies to Mission Bay North.
- 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.8.
  - E.24b** Construct westbound King Street frontage road between Fifth Street and Berry Street.
- E.25 Owens Street.** Applies to Mission Bay South.
- 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.
  - E.25b** Construct Owens Street between Fourth Street and The Common, providing on-street parking on the north side of the street only.
  - E.25c** Extend Owens Street northward from 16th Street to The Common, providing no on-street parking.
  - E.25d** Construct Owens Street between 16th Street and Mariposa Street, providing no on-street parking.

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- E.26 North Common and South Common Streets connection to Seventh Street.  
Applies to Mission Bay South.
- E.26a Construct an "at-grade" connection to Seventh Street across Caltrain tracks, in conjunction with Measure E.18 for the new intersection.
- E.26b Prohibit parking at trolleybus stops for the 22-Fillmore line east of Third Street where bus line is extended.

## Transit

- E.27 MUNI Line 22-Fillmore. Applies to Mission Bay South.
- Reroute the MUNI 22-Fillmore trolleybus line to travel on 16th Street to Third Street, and then north on Third Street to The Common. If not already accomplished, install trolleybus wire support poles and/or eyebolts on buildings along the new route, and complete North Common Street and South Common Street east of Third Street. Prohibit parking on North Common and South Common Streets at trolleybus stops.
- E.28 MUNI Line 30-Stockton or 30/45-Union/Stockton. Applies to Mission Bay South.
- Extend about half of the 30-Stockton or the 30/45-Union/Stockton trolley buses south and east of the current terminus at the Caltrain terminal to the current terminus of the 22-Fillmore line, at the same time that the 22-Fillmore is rerouted as called for in Measure E.27. Route trolley buses to Connecticut Street via Townsend or Mission Bay Street, and then east to a new terminus near Third and 20th Streets. The coordination of Measure E.27 with E.28, to provide extended MUNI trolleybus service to Mission Bay by rerouting the 22-Fillmore and 30 Stockton or 30/45 Union/Stockton lines, shall be accomplished in phases, if necessary, to provide service as early in project development as MUNI service may be needed. The phases may include:
- E.28a Construct Mission Bay Street, the Seventh Street Connector to North and South Common Streets and the Caltrain at-grade rail crossing, and the portion of North and South Common Streets east of Third Street, early enough in project development to accommodate MUNI trolleybus travel, including poles and eyebolts supporting trolley wires, and provide poles and/or eyebolts supporting trolley wires along 16th Street and a portion of Common Streets in the Project Area, as described in Measure E.27 and above in this measure; or
- E.28b If item E.28a is not feasible sufficiently early in project development, for an interim period until the necessary streets and trolley wires have been constructed as part of adjacent development, construct the portion of North and South Common Streets east of Third Street and install poles and/or eyebolts supporting trolley wires along the new route for the 22-Fillmore, and extend some but not all of the trolleybuses, so that both Mission Bay and Lower Potrero areas continue to be served. This measure involves only limited service to Mission Bay, or



E.28c If item E.28a is not feasible sufficiently early in project development, for an interim period until the necessary streets and trolley wires have been constructed as part of adjacent development, provide service to Mission Bay temporarily using diesel buses on 16th Street, or

E.28d Use a combination of items E.28b and E.28c to provide MUNI trolleybus service to both the Mission Bay and Lower Potrero areas until necessary streets and trolley wires have been constructed as part of adjacent development in the Project Area.

## Traffic

### Intersections

E.29 Seventh Street/Brannan Street. Applies to Mission Bay South.  
Restripe the northbound approach to provide three lanes.

E.30 Seventh Street/Townsend Street. Applies to Mission Bay North.

E.30a Restripe the southbound, eastbound, and westbound approaches to provide a left-turn lane, a through lane, and a right-turn lane.

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. Applies to Mission Bay North.

E.31a Restripe the eastbound approach to provide two lanes.

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.

E.32 Seventh Street/North and South Common Streets. Applies to Mission Bay South.

E.32a Restripe the northbound approach to provide two through lanes, and a right-turn lane.

E.32b Restripe the southbound approach to provide two through lanes, and a left-turn lane.

E.33 16th Street/Potrero Street. Applies to Mission Bay South.

Restripe the eastbound and westbound approaches to provide a left-turn lane, a through lane, and a shared right-through lane.

E.34 16th Street/Vermont Street. Applies to Mission Bay South.

Install a new traffic signal.

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**E.35 Eighth Street/Townsend Street. Applies to Mission Bay North.**

**E.35a Eliminate traffic circle and reconfigure intersection.**

**E.35b Install a new traffic signal.**

**E.36 Third Street/Townsend Street. Applies to Mission Bay North.**

**E.36a Remove the on-street parking on the westbound approach during the p.m. peak commute period.**

**E.36b Provide an additional westbound through lane during the p.m. peak commute period.**

**E.37 Third Street/King Street. Applies to Mission Bay North.**

**E.37a Widen the northbound approach on the east side to provide an additional through lane.**

**E.37b Widen the eastbound approach to provide an additional through lane.**

**E.38 Fourth Street/King Street. Applies to Mission Bay North.**

**Widen the southbound approach to provide an additional lane.**

**Street Segments**

**E.39 King Street. Applies to Mission Bay North.**

**Widen the south side of King Street between Fourth Street and Third Street to provide the additional eastbound through lane noted in Mitigation Measure E.37, including providing additional right-of-way.**

**E.40 Third Street. Applies to Mission Bay North.**

**Widen the east side of Third Street between Berry Street and King Street to provide the additional northbound through lane noted in Mitigation Measure E.37, including providing additional right-of-way.**

**E.41 Fourth Street. Applies to Mission Bay North.**

**Widen the west side of Fourth Street for approximately half the distance between Townsend Street and King Streets to provide the additional southbound lane noted in Mitigation Measure E.38, including providing additional right-of-way.**

**E.42 Seventh Street. Applies to Mission Bay North and Mission Bay South.**

**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.**

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### Freeway and Ramp Measures

- E.43 Increase Bay Bridge tolls for single-occupant vehicle (SOV) trips during commute hours to discourage non-carpool traffic. Applies to Mission Bay North and Mission Bay South.

### **Transit**

- E.44 Encourage the Alameda - Contra Costa Transit District to expand transbay bus service to accommodate cumulative demand; encourage the Metropolitan Transportation Commission to provide funding for AC Transit District service expansion, and support AC Transit District in its requests for funding from other sources. Applies to Mission Bay North and Mission Bay South.
- 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. Applies to Mission Bay North and Mission Bay South.

### **Transportation System Management**

- E.46 Transportation Management Organizations. Applies to Mission Bay North and Mission Bay South.

E.46a Form a Mission Bay Transportation Management Association (TMA) to implement a Transportation System Management (TSM) Plan.

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. The Mission Bay TCC would work closely with the San Francisco Giants concerning issues related to parking and traffic that would affect both Mission Bay employees, visitors, and residents, as well as ballpark patrons.

- E.47 Transportation System Management Plan.

Prepare a TSM Plan, which could include the following elements:

- E.47a Shuttle Bus System. Applies to Mission Bay North and Mission Bay South.

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).

- E.47b Transit Pass Sales. Applies to Mission Bay North and Mission Bay South.  
Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.

- E.47c Employee Transportation Subsidies. Applies to Mission Bay North and Mission Bay South.

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Provide a system of employee transportation subsidies for major employers.

E.47d Pedestrian Signals at Owens Street near the Pedestrian Bridge. Applies to Mission Bay South.

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.

E.47e Secure Bicycle Parking. Applies to Mission Bay North and Mission Bay South.

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 each 20 automobile parking spaces, and 2) carrying out an annual survey program during project development to establish trends in bicycle use and to estimate actual 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.

E.47f Appropriate Street Lighting. Applies to Mission Bay North and Mission Bay South.

Ensure that streets and 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.

E.47g Transit, and Pedestrian and Bicycle Route Information. Applies to Mission Bay North and Mission Bay South.

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.

E.47h Parking Management Guidelines. Applies to Mission Bay North and Mission Bay South.

Establish parking management guidelines for the private operators of parking facilities in the Project Area.

E.48 Constrain Parking Supply within UCSF Site. Applies to Mission Bay South.

Provide parking in the UCSF site at the same ratios as called for in the remainder of the Project Area.

E.49 Ferry Service. Applies to Mission Bay North and Mission Bay South.

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.

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**E.50 Flexible Work Time/Telecommuting.** Applies to Mission Bay South.

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.

**F. AIR QUALITY**

**Operations/Transportation**

- F.1** Implement measures to decrease vehicle trips, as described in Mitigation Measures E.46 through E.50 in Section VI.E, Mitigation Measures: Transportation. Applies to Mission Bay North and Mission Bay South.

**Construction PM<sub>10</sub>**

- F.2** 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:

- F.2a** Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site.
- F.2b** Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on streets.
- F.2c** Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all *unpaved* parking areas and staging areas at construction sites.
- F.2d** Sweep all *paved* access routes, parking areas, and staging areas daily (preferably with water sweepers).
- F.2e** Sweep streets daily (preferably with water sweepers) if visible amounts of soil material are carried onto public streets.
- F.2f** Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- F.2g** Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- F.2h** Limit traffic speeds on unpaved roads to 15 mph.
- F.2i** Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- F.2j** Replant vegetation in disturbed areas as quickly as possible.
- F.2k** Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- F.2l** Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.
- F.2m** Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- F.2n** Limit the area subject to excavation, grading and other construction activity at any one time.

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Applies to Mission Bay North and Mission Bay South.

## Toxic Air Contaminants

### Individual Facilities within the Project Area

- F.3 Prior to issuing a certificate of occupancy for a facility containing potential toxic air contaminant 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. Applies to Mission Bay North and Mission Bay South.
- F.4 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.
- F.4a 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.
- F.4b Once site selections are recommended, contact the BAAQMD for consultation and comment on the sites.
- F.4c Hire a contractor to select certified equipment and software.
- F.4d Consult BAAQMD on the equipment and software that is selected prior to purchase.
- F.4e Construct and site the station according to BAAQMD standards (written guidelines may be obtained from the District).
- F.4f Provide data from the station to the BAAQMD on a real-time basis.
- F.4g At a minimum, take continuous wind speed and direction measurements for a period of at least two years.

Applies to Mission Bay South.

- F.5 Prohibit dry cleaning facilities that conduct on-site dry cleaning operations in residential areas within the Project Area. For any dry cleaning operations within 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. Applies to Mission Bay North and South.

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### Creation of Buffer Zones

- F.6 Require pre-school and child care 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 pre-school and child care centers can be located to minimize potential impacts from toxic air contaminant emissions sources. Applies to Mission Bay North and Mission Bay South.

### Mobile Sources

Implementation of Mitigation Measure F.1, which calls for implementation of Mitigation Measures E.46 through E.50 in Section VI.E, Mitigation Measures: Transportation, would decrease vehicle trips, thereby reducing emissions of toxic air contaminants from vehicles.

## **G. NOISE AND VIBRATION**

### **Noise**

- G.1 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. Applies to Mission Bay North and Mission Bay South.

### **Vibration**

- G.2 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. Applies to Mission Bay North.

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## H. SEISMICITY

### Population Concentration and Project Area Access

#### Emergency Preparedness and Emergency Response

H.1 During the build-out period, store heavy construction equipment in the Project Area that is capable of traveling on damaged roads, clearing debris, and opening access to, and within, the Project Area after a major earthquake. Applies to Mission Bay North and Mission Bay South.

H.2 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. Applies to Mission Bay North and Mission Bay South.

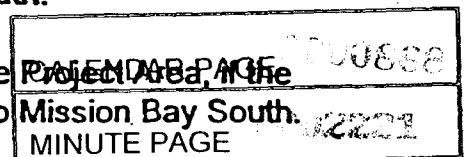
H.3 Require the formulation of a comprehensive preparedness and response plan for the entire Project Area (as opposed to the typical building-by-building plan), integrated with the City's emergency response plans and in coordination with the Mayor's Office of Emergency Services.

H.3a Formulate Project-Area-wide emergency response plan. An emergency response plan should include:

1. Community coordination and response;
2. Coordination with government services;
3. Outreach and training (not only for employees but also residents);
4. Food and water;
5. Shelter;
6. Sanitation;
7. 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;
8. Organization of employees into response teams; and
9. Employee training in response procedures, including setting up a command post, communications, first aid, evacuation, security, and clean-up.

H.3b 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 owners of each building or complex, and would be reviewed by the City periodically to ensure it is kept up to date. Applies to Mission Bay North and Mission Bay South.

H.4 Provide seismic rehabilitation of Fire Station No. 30 in the Project Area, if the building is to be reused for human occupancy. Applies to Mission Bay South.



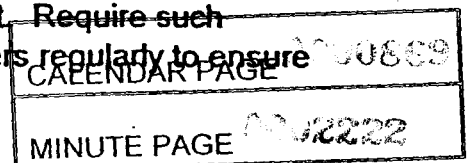
- H.5 At the time the San Francisco Fire Department determines the population or building density is high enough to warrant it, provide a new fire station in Mission Bay South to reduce the effects of limited emergency access to and from the site following a major earthquake. Applies to Mission Bay South (see Mitigation Measure M.6 in Section VI.M, Mitigation Measures: Community Services and Utilities).
- H.6 As part of the comprehensive preparedness plan identified in Mitigation Measure H.3, 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 use by emergency vehicles following 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. Applies to Mission Bay North and Mission Bay South.

#### Corrosivity

- H.7 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. Applies to Mission Bay North and Mission Bay South.

#### I. HEALTH AND SAFETY

- I.1 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 U.S. 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. Applies to Mission Bay South.
- I.2 Require businesses handling 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. Applies to Mission Bay South.



- I.3 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. Applies to Mission Bay South.

## J. CONTAMINATED SOILS AND GROUNDWATER

### Project Development

- J.1 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  $1 \times 10^{-5}$  and a 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.

### RMP Enforcement

- J.1a 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.

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## Pre-Development

Include, at a minimum, the following elements in the RMP:

- J.1b 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. No further action prior to development (other than that required under Article 20 or other applicable regulations) would be required in areas in which ITLs are not exceeded.

- J.1c 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 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. If the inspections identify areas where measures have been rendered ineffective, implement corrective action.

#### Development

- J.1d 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.

J.1e 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/emergency procedures.

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**J.1f Identify protocols for managing soil during construction, which will include at a minimum:**

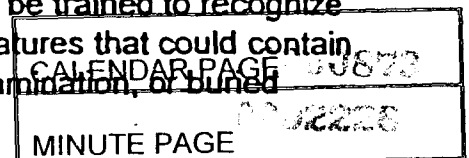
- i. The dust controls found in Measure F.2 in Section VI.F, Mitigation Measures: Air Quality.
- ii. Standards for imported fill (defined as fill brought onto the site from outside the Project Area) that are protective of human health and the aquatic environment and an identified minimum depth of fill 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 PM<sub>10</sub> 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. If monitoring shows dust levels exceeding 250 g/m<sup>3</sup>, implement additional dust control measures, such as continuous misting of exposed areas with water, until concentrations are reduced below the action level.

**J.1g 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.

**J.1h Include SWPPP requirements and BMPs as described in Mitigation Measure K.1 in Section VI.K, Mitigation Measures: Hydrology and Water Quality.**

**J.1i 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.**





- J.1j 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.
- J.1k Establish procedures, as necessary, so that construction activities avoid interfering with any RWQCB-required site investigation and remediation in the free product area.

Post-Development

- J.1l 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.
- J.1m Prohibit residences with unrestricted access to soils in front yards or backyards anywhere in the Project Area.
- J.1n 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.1d through J.1k. Following construction or excavation or soil disturbance, restore the cap in accordance with the provisions of the RMP as called for in Measure J.1l.
- J.1o 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.

Applies to Mission Bay North and Mission Bay South.

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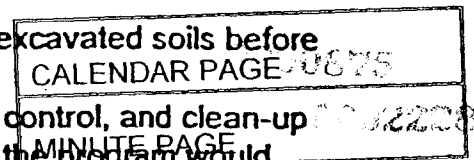
## Child Care Development

- J.2 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  $1 \times 10^{-5}$  and/or noncancer 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. Applies to Mission Bay South.

## K. HYDROLOGY AND WATER QUALITY

### Construction Activity Pollutants

- K.1 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. Applies to Mission Bay North and Mission Bay South.
- K.1a Minimize dust during demolition, grading, and construction by lightly spraying exposed soil on a regular basis.
  - K.1b 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).
  - K.1c Minimize the area and length of time during which the site is cleared and graded.
  - K.1d 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.
  - K.1e 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.
  - K.1f Follow design and construction standards found in the *Manual of Standards for Erosion and Sediment Control Measures* for placement of riprap and stone size.
  - K.1g 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.
  - K.1h Clean wheels and cover loads of trucks carrying excavated soils before they leave the construction site.
  - K.1i 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.

### Changes in Sanitary Sewage Quality

- K.2 In addition to developing and implementing a Stormwater Management Program for the Central/Bay Basin (see Mitigation Measure K.5), 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. Applies to Mission Bay North and Mission Bay South.
- K.3 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. Applies to Mission Bay North and Mission Bay South.
- K.4 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. Applies to Mission Bay South.

### Phased Development and Interim Uses

- K.5 Develop and implement a Stormwater Management Program applicable to new and interim development under the Redevelopment Plan in any area 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

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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. If the City and County of San Francisco develops a city-wide stormwater management program, such a program would supersede the stormwater management program for the Project Area. Periodically prepare and submit a monitoring report to the City detailing progress on implementation of Best Management Practices. Modify the Stormwater Management Program, as necessary, to respond to changes in conditions, and record any changes made (additions or deletions) in the monitoring report. Applies to Mission Bay South.

#### Public Education and Outreach on Stormwater Impacts

Public education and outreach consists of distributing educational materials to the community about the impacts of stormwater discharges on water bodies and the steps to reduce stormwater pollution. The materials or outreach programs should inform individuals and households about steps that can be taken to reduce stormwater pollution, such as properly disposing of used motor oil or household hazardous wastes, or should encourage individuals to participate in the municipal program by performing services such as roadside litter pickup.

#### Public Involvement/Participation

The goal of public involvement and participation is to obtain input and assistance from the public in the development and implementation of a municipality's stormwater management program. Opportunities for members of the public to participate in program development and implementation could include serving as citizen representatives on a local stormwater management panel, attending public hearings, working as citizen volunteers to educate other individuals about the program, assisting in program coordination with other pre-existing programs, or participating in volunteer monitoring efforts.

#### Illicit Discharge Detection and Elimination

Discharges from stormwater drainage systems often include wastes and wastewater from non-stormwater sources. For example, illicit discharges enter the system through either direct, mistaken, or deliberate connections or indirect connections (e.g., spills collected by drain inlets.) This problem is applicable only to those parts of San Francisco served by a separated sewer system. The Mission Bay Stormwater Management Program would need to address this issue for the Central Bay Basin because a separated sewer system is proposed here.

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### Construction Site Stormwater Runoff Control

The proposed regulations would require pollutant control programs to reduce pollutants in stormwater runoff from construction activities that result in land disturbance of 1 or more acres. The requirements are similar to requirements currently applicable to construction areas of 5 acres or more in that appropriate site controls are required to address erosion, sedimentation, and other construction-related pollutants. See Mitigation Measure K.1.

### Post-Construction Stormwater Management in New Development and Redevelopment

The proposed regulations would require small municipal separate storm sewer systems to address stormwater runoff from new development and redevelopment projects using site-appropriate and cost-effective structural and non-structural BMPs. Non-structural BMPs are preventative actions that involve management and source controls. Examples are policies and ordinances that result in protection of natural resources and prevention of runoff. Examples of structural BMPs include storage practices (wet ponds and extended-detention outlet structures), filtration practices (grassed swales, sand filters, and filter strips), and infiltration practices (infiltration basins, infiltration trenches, and porous pavement). The proposed initial-flow diversion system for the Central/Bay Basin is a structural BMP.

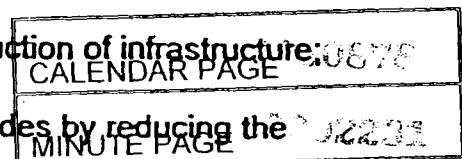
### Pollution Prevention/Good Housekeeping for Municipal Operations

This control would require the operator of the separate storm sewer system (i.e., the Central/Bay Basin initial-flow diversion system) to develop and implement a cost-effective training program to ensure proper operation and maintenance of the system. This would be similar to the requirements of existing federal Phase I stormwater regulations.

### Flooding

- K.6 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 an elevation of -1 [negative one] foot, San Francisco City Datum (99 foot elevation, Mission Bay Datum). Measures include:

- K.6a Set back from the water's edge;
- K.6b Install seawalls, dikes, and/or berms during construction of infrastructure;
- K.6c Provide for dewatering basements;
- K.6d Construct streets and sidewalks above existing grades by reducing the amount of excavation for utilities or basements;



- K.6e Use topsoil to raise the level of public open spaces;
- K.6f Use half-basements and partially depressed garage levels to minimize excavation.

Applies to both Mission Bay North and Mission Bay South.

## **L CHINA BASIN CHANNEL VEGETATION AND WILDLIFE**

### **Wetlands**

- L.1 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. Applies to Mission Bay North and Mission Bay South.

### **Guidelines for a Typical Salt Marsh Restoration Plan**

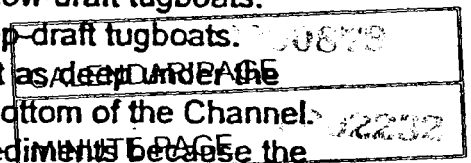
- L.2 Avoid salt marsh wetland habitat along the China Basin Channel shoreline during installation of suction inlets (and associated piping) used for fire-fighting water supply. Design the storm drain outfalls to minimize scouring and erosion of mudflats in coordination with relevant permitting agencies during the permitting process. Applies to Mission Bay North and Mission Bay South.

### **Herring**

- L.3 Do not conduct any construction activities (including movement of heavy equipment, materials 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). Applies to Mission Bay North and Mission Bay South.

### **Turbidity**

- L.4 To prevent turbidity and sediment resuspension caused by tugboat activity in the Channel, require the construction contractor to use shallow-draft tugboats. 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. Applies to Mission Bay North and Mission Bay South.

- L.5 Confine resuspended sediments from construction activities in the Channel or Bay waters to the work site using submarine silt curtains around pile-dredging outfall construction sites, or silt fences properly anchored and trenched in place at the toe of slope below any grading or rubble-removing activities. Applies to Mission Bay North and Mission Bay South.
- L.6 Prepare a written plan for removal and disposal, including a description of any methods incorporated to avoid or minimize potential surface water contamination, 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 monitor it to ensure adequate performance. Implement this plan during removal of pilings under the direction of a qualified specialist. Applies to Mission Bay North and Mission Bay South.

## M. COMMUNITY SERVICES AND UTILITIES

### Schools

- M.1 Transfer the 2.2-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. Applies to Mission Bay North and Mission Bay South

### Water Supply

- M.2 Include methods of water conservation in Mission Bay buildings and landscaping. Water conservation methods include the following:
- M.2a Install water conserving dishwashers and washing machines in rental apartments and condominiums.
- M.2b Install water conserving dishwashers and water efficient centralized cooling systems in office buildings.
- M.2c Incorporate water efficient laboratory techniques in research facilities, where feasible.
- M.2d Provide information to residences and businesses advising methods to conserve water.
- M.2e Install water conserving irrigation systems (e.g., drip irrigation).

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**M.2f** Design landscaping using drought resistant and other low-water use plants.

**M.2g** Include limited turf areas in open space.  
Applies to Mission Bay North and Mission Bay South.

#### **Fire Protection**

**M.3** 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. Applies to Mission Bay North and Mission Bay South.

#### **Sewers and Wastewater Treatment**

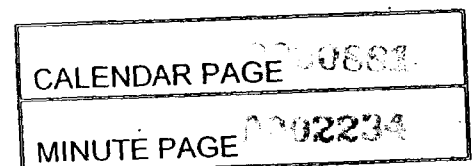
**M.4** Construct a fence around any interim surface detention basins. Applies to Mission Bay South.

**M.5** Drain stormwater runoff (up to a 5-year storm 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. Applies to Mission Bay South.

#### **Fire Protection**

**M.6** 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 30 after rehabilitation and expansion of the building. (See also Mitigation Measures D.2a and D.2b in Section VI.D, Mitigation Measures: Visual Quality and Urban Design) related to preservation of Fire Station 30.) 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.

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. Applies to Mission Bay North and Mission Bay South.





If the Project is not implemented as proposed, the FSEIR proposes the following additional or modified mitigation measures for the original project analyzed in the FSEIR:

E.20 Seventh Street/Berry Street. Applies to Mission Bay North.

E.20a Install a new traffic signal.

E.20b Provide the appropriate traffic warning devices for the Caltrain tracks crossing.

E.20c Open Berry Street "at-grade" rail crossing.

E.31 Seventh Street/Berry Street. Applies to Mission Bay North.

E.31a Restripe the eastbound approach to provide two lanes.

E.31b Restripe the northbound and southbound approaches to provide a left-turn lane, a through lane, and a shared right-through lane.

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San Francisco  
Redevelopment Agency

770 Golden Gate Avenue  
San Francisco, CA 94102

415.749.2400  
TTY 415.749.2500



WILLIE L. BROWN, JR. Mayor

Benny Y. Lee, President  
Leroy King, Vice President  
Mark Dunio  
Kathryn C. Palamoutian  
Ramon E. Romero  
Michal Forest Settles  
Darshan Singh

James B. Morales, Executive Director

701-04701-000  
July 5, 2001

Mr. Eric L. Kruger, Jr.  
State of California  
State Lands Commission  
Mineral Resources Management Division  
200 Oceangate, 12<sup>th</sup> floor  
Long Beach, CA 90802

Dear Mr. Kruger:

The San Francisco Redevelopment Agency is the lead agency for the City of San Francisco in the development of the 303-acre Mission Bay North and South Redevelopment Areas. In this capacity, the Agency has recently entered into an owner participation agreement with Esprit de Corp. which entitles its Mission Bay parcel (Parcel X4) for the construction of up to 450,000 leasable square feet of commercial development. The development of Mission Bay will provide great benefits to San Francisco and the Bay Area, including increased housing, jobs, and open space. The timely development of Parcel X4 is integral to achieving these benefits.

We urge you to work with Esprit in resolving any outstanding issues to allow development of this important site to proceed. Please feel free to call me at 415/749-2450 if I can provide any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amy J. Neches', is written over the typed name and title.

Amy J. Neches  
Senior Project Manager

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