

**EXHIBIT 1:  
MODIFIED AC34 PROJECT – MITIGATION MONITORING AND REPORTING PROGRAM  
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

Mitigation Measures Adopted As Conditions of Approval	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>CULTURAL RESOURCES MITIGATION MEASURES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-CP-1b: Protection of Historic Resources due to Indirect Damage</b></p> <p>As described in the Project Description, the Parks Event Operations Plan will be prepared and implemented in support of the proposed project. This mitigation measure requires that this plan shall incorporate specific elements to protect cultural resources through the use of removable protective fencing, signage, area closures, pre- and post-event conditions assessments, and educational and awareness programs. Federal and state agencies would likely require these or similar measures pursuant to their mission and regulatory obligations under federal and state law. Implementation of this plan would protect historic resources due to indirect damage from event activities. The plan shall contain, at a minimum, the following measures to protect historic resources.</p> <ul style="list-style-type: none"> <li>• <b>Fencing and Signage:</b> The project sponsor shall protect the integrity of historic earthen fortifications and other fragile historic resources by the installation of fencing and signage. The fencing shall consist of, for example, filter fabric backed with welded mesh set into the ground. These fences should be light enough for removal between 2012 and 2013 race events, but would be obvious deterrents to visitors. The fencing shall also have signs announcing that these are sensitive historic areas and that entry is prohibited. Fencing location/length and signage type shall be determined in consultation with the appropriate land authority where indirect impacts are anticipated (e.g., National Park Service [NPS], the Presidio Trust, or California Department of Parks and Recreation [CDPR]).</li> <li>• <b>Area Closures:</b> Access to certain historic sites that cannot be sufficiently protected through the use of fencing and signage shall be closed to the public during the duration of the AC34 events. The exact locations and timing of the closures are to be determined in consultation with the appropriate land authority where the indirect impacts are anticipated (e.g., NPS, the Presidio Trust, or CDPR).</li> <li>• <b>Pre- and Post-Event Conditions Assessment and Repair:</b> Prior to the 2012 AC34 events, the project sponsor shall ensure that qualified cultural resources personnel assess the existing condition of the historic earthen fortifications and other fragile historic resources that could be subject to erosion from increased visitation. Standardized site assessment forms, similar to those used by the National Park Service, shall be completed for all such affected historic resources. Forms include thorough photo documentation, description, and GIS location information. The exact</li> </ul>	<p>ACEA and OEWD</p>	<p>Parks Event Operations Plan shall be completed and approved by appropriate land authority (e.g., NPS and CDPR) prior to the 2012 AC34 events.</p> <p>A completed and approved copy shall be submitted to the ERO prior to the 2012 AC34 events.</p> <p><b>Fencing and Signage and Area Closures:</b> To be installed prior to 2012 AC34 events and removed after the 2012 AC34 events; then reinstalled prior to 2013 AC34 events and removed after the 2013 AC34 events.</p> <p><b>Pre- and Post-Event Conditions Assessment and Repair:</b> Pre-conditions assessment prior to 2012 AC34 events; post-events assessment following completion of 2013 AC34</p>	<p>SF Planning Department and the ERO, and appropriate land authority, including NPS and CDPR</p>	<p>Considered complete upon verification by SF Planning Department and ERO, and appropriate land authority, including NPS and CDPR</p>

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<b>CULTURAL RESOURCES MITIGATION MEASURES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-CP-1b: Protection of Historic Resources due to Indirect Damage (cont.)</b></p> <p>number of resources to be recorded, and the exact methods of recordation, shall be determined in consultation with the appropriate land authority where the indirect impacts are anticipated (e.g., NPS, the Presidio Trust, or CDFG). Following the 2013 AC34 event, the project sponsor shall ensure that qualified cultural resources personnel reassess the condition of historic resources identified above. Any unintended damage to historic resources as a result of the AC34 event will be repaired by the project sponsor to its pre-event condition.</p> <ul style="list-style-type: none"> <li>• <b>Educational and Awareness Programs:</b> The project sponsor shall create an educational program that increases the public awareness of the sensitivity of historic resources during the AC34 events and encourages public participation in the protection of such resources. The exact nature of the program shall be determined in consultation with the appropriate land authority where the indirect impacts are anticipated (e.g., NPS, the Presidio Trust, or CDFG).</li> <li>• <b>Crowd Control:</b> The project sponsor shall ensure that crowd control personnel and volunteers are posted at or near the historic areas susceptible to erosion in order to direct visitors away from those sensitive locations. The exact number, location, and timing of the crowd control volunteers shall be determined in consultation with the with the appropriate land authority where the indirect impacts are anticipated (e.g., NPS, the Presidio Trust, or CDFG).</li> </ul>		<p>events</p> <p><i>Educational and Awareness Programs:</i> Prior to 2012 AC34 events</p> <p><i>Crowd Control:</i> During 2012 and 2013 AC34 events</p>		
<p><b>Mitigation Measure M-CP-1c: Protection of Historic Resources due to Direct Damage</b></p> <p>The project sponsors shall ensure that any plans which call for the attachment, anchoring, or bracing of temporary structural elements to existing historic buildings, structures, or objects (e.g., the stone façade of the historic Marina Seawall), are reviewed for compliance with the Secretary's Standards by a qualified architectural historian, or in the alternative, a qualified architectural historian shall develop a proposed plan for such attachments setting forth appropriate techniques to govern and guide such activities that are consistent with the Secretary's Standards (the "Temporary Structure Approach"),</p>	ACEA and architectural historian	Prior to issuance of permits	Planning Department and ERO, and appropriate land authority, including SFRPD	Considered complete upon verification by Planning Department and ERO and issuance of permits

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-CP-1c: Protection of Historic Resources due to Direct Damage (cont.)</b></p> <p>which plan will be reviewed by the Department of City Planning for consistency with the Secretary's Standards before implementation. Removal of any such attachments, anchors, or bracing shall be fully reversible and include post-removal stabilization of historic materials to prevent long-term degradation in condition. Any unintended damage to historic resources as a result of the AC34 event will be repaired by the project sponsors to its pre-event condition.</p>				
<p><b>Mitigation Measure M-CP-1d: Protection of the Northeast Waterfront Historic District from Teatro Zinzanni Relocation</b></p> <p>If Teatro Zinzanni opts to relocate to Seawall Lot 324 within the Northeast Waterfront Historic District, prior to the execution of any Port lease, Teatro Zinzanni shall present the proposed relocation project design to the Historic Preservation Commission (HPC), which shall review the proposed project and make findings that the proposed design complies with Article 10, Appendix D of the Planning Code and the Secretary's Standards. Specifically, the HPC shall make specific findings that the proposed project complies with Sections 6 and 7 of Article 10, Appendix D, incorporated here by reference, which provide additional requirements for Certificates of Appropriateness in the Northeast Waterfront Historic District. These additional requirements address the architectural and visual characteristics that define this district, including façade line continuity, fenestration and design elements for new construction, and appropriate roof treatments. If the HPC does not make these findings, the Port shall not approve the proposed lease on Seawall Lot 324.</p>	Teatro Zinzanni	Prior to the execution of Port lease for Seawall Lot 324	Port of San Francisco and Historic Preservation Commission	Considered complete upon issuance of findings by HPC and execution of lease
<p><b>Mitigation Measure M-CP-2: Inadvertent Discovery of Archeological Resources or Shipwrecks</b></p> <p>The following measures shall be implemented should construction activities result in the inadvertent discovery of a cultural resource:</p> <p>To avoid any potential adverse effect from the proposed project on inadvertently discovered buried or submerged historic resources, as defined in CEQA Guidelines Section 15064.5(a)(c), the project sponsor will distribute the Planning Department's archeological resource "ALERT" sheet to the project prime contractor; to any project</p>	ACEA	Prior to any soils-disturbing activity.	Distribution of "ALERT" sheet among contractors and crew; ACEA to provide ERO with a signed affidavit	Prior to any soils-disturbing activity.  Considered complete upon ERO receipt of affidavit

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<p><b>Mitigation Measure M-CP-2: Inadvertent Discovery of Archeological Resources or Shipwrecks (cont.)</b></p> <p>subcontractor firms (including demolition, excavation, grading, foundation, pile driving, etc.); and/or to utilities firms involved in soil- or Bay bottom-disturbing activities within the project site. Prior to any soil- or Bay bottom-disturbing activities being undertaken, each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor will provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) confirming that all field personnel have received copies of the ALERT sheet.</p> <p>In the event that any indication of a potential cultural resource is encountered during soil- or Bay bottom-disturbing activities (such as in-water pile driving for temporary berths and seismic improvements to Piers 30-32), the head foreman and/or project sponsor shall immediately notify the ERO and shall suspend soil- or Bay bottom-disturbing activities within 50 feet of the find until the ERO has determined what additional measures should be undertaken. Abandoned shipwrecks, archeological sites and historic resources in submerged lands of California are under the jurisdiction of the California State Lands Commission (CSLC). In the case of an inadvertent discovery of a submerged archeological site, shipwreck or related artifacts, the ERO shall contact and initiate consultation with the CSLC staff within 2 business days of such discovery.</p> <p>If the ERO (in consultation with the CSLC staff, if applicable) determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archaeologist. In the event of a shipwreck a qualified maritime archeological consultant shall be retained. The archeological consultant will advise the ERO as to whether the discovery is an archeological resource that retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant will identify and evaluate the archeological</p>	<p>ACEA and archeological consultant</p>	<p>During any soils-disturbing activity</p> <p>Before resumption of any soils-disturbing activity (if suspended)</p>	<p>Notification of ERO if any archeological resources encountered</p> <p>Archeological consultant shall advise the ERO and ERO may require additional measures, in consultation with CSLC if applicable</p>	<p>During any soils-disturbing activity. Considered complete upon notification of ERO</p> <p>Prior to resumption of soils-disturbing activity. Considered complete upon ERO approval of archeological consultant's recommendations</p>

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<p><b>Mitigation Measure M-CP-2: Inadvertent Discovery of Archeological Resources or Shipwrecks (cont.)</b></p> <p>resource. The archeological consultant will make a recommendation as to what action, if any, is warranted. Based on this information, the ERO (in consultation with the CSLC, if applicable) may require, if warranted, specific additional measures to be implemented by the project sponsor no more than forty eight (48) hours from receipt of such recommendation.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological evaluation program. If an archeological monitoring or evaluation program is required, it shall be consistent with the Environmental Planning (EP) division of the Planning Department guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO (and the CSLC staff, if applicable). This report shall include an evaluation of the historical significance of any discovered archeological resource, as well as a description of the archeological and historical research methods employed in any archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: the relevant California Historical Resources Information System Information Center shall receive one (1) copy and the ERO shall receive a copy of the transmittal letter of the FARR to the Information Center. The EP and the CSLC staff (if applicable) shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. The project sponsor shall receive</p>	ACEA and archaeological consultant	Following completion of any required archaeological field program	Archeological consultant submits draft FARR to ERO for approval	Prior to issuance of final certificate of occupancy. Considered complete upon ERO approval of draft FARR
	ACEA and archaeological consultant	Following completion of FARR	Distribute FARR. Submittal to ERO of affidavit of FARR distribution	Prior to resumption of soils-disturbing activities. Considered complete upon Planning Department receipt of FARR

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<p><b>Mitigation Measure M-CP-2: Inadvertent Discovery of Archeological Resources or Shipwrecks (cont.)</b></p> <p>copies of the FARR in the number requested. In instances of high public interest in or the high interpretive value of the resource, the ERO or the CSLC staff may require a different final report content, format, and distribution than that presented above.</p>				
<p><b>Mitigation Measure M-CP-4: Inadvertent Discovery of Human Remains</b></p> <p>The following measures shall be implemented should construction activities result in the inadvertent discovery of human remains:</p> <p>The treatment of any human remains and associated or unassociated funerary objects discovered during soil-disturbing activities shall comply with applicable state laws. Such treatment would include immediate notification of the City and County of San Francisco Coroner. In the event of the coroner's determination that the human remains are Native American, the coroner shall notify of the Native American Heritage Commission, which would appoint a Most Likely Descendant (MLD) (PRC Section 5097.98). The archeological consultant, the project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters. If the MLD and the other parties could not agree on the reburial method, the project sponsor shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."</p>	ACEA and archaeological consultant	During any soils-disturbing activity	Archeological consultant shall advise the County Coroner, MLD	Considered complete upon completion of soils-disturbing activities

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<b>TRANSPORTATION AND CIRCULATION MITIGATION MEASURES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-TR-1: People Plan Specific Provisions</b></p> <p>As part of the proposed project, the City would develop and implement a People Plan consisting of a variety of interrelated programs to facilitate access by all modes to and from the AC34 event venues, while maintaining acceptable conditions for residents, commuters, businesses and visitors. To address specific impacts identified in this EIR, the programs in the People Plan shall be developed to accommodate weekday and weekend events at various levels of spectator attendance and shall include specific provisions described below. The People Plan shall include, but not be limited to, the following programs:</p> <p><b>M-TR-1a: Traffic Monitoring and Management Program</b></p> <p>As a means to reduce congestion in the vicinity of the venue sites and on access roadways to and from the sites, the City shall develop and implement a Traffic Monitoring and Management Program that could include the following measures:</p> <ul style="list-style-type: none"> <li>• Preferred spectator routes;</li> <li>• Bus priority streets;</li> <li>• New bus lanes;</li> <li>• Extension of existing bus-only lanes;</li> <li>• Bicycle priority streets;</li> <li>• On-street parking restrictions;</li> <li>• Traffic control officer deployment;</li> <li>• Coordination with other events (e.g., ballgames; roadway construction projects);</li> <li>• Roadway closures;</li> <li>• Restricted access streets;</li> <li>• Diversion plans related to roadway closures;</li> <li>• Event signage including weekend detour signs; and</li> <li>• Media announcements of roadway closures and detour signs.</li> </ul>	<p>OEWD and SFMTA</p>	<p>People Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to the ERO prior to the 2012 AC34 events.</p>	<p>Planning Department and ERO, and SFMTA</p>	<p>Considered complete upon verification by Planning Department and ERO</p>

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<i>America's Cup (cont.)</i>				
<p><b>M-TR-1b: Transit Operating Plan</b></p> <p>As part of the People Plan, the City shall develop and implement a transit operating plan to provide additional transit service to accommodate peak transit demands during the AC34 project events. Elements of the plan (as developed to date) could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Increased service hours and frequency on 30X-Marina Express, which would run every 8 minutes on all event days, including weekends.</li> <li>• Supplemental 30L-Marina, which would run every 6 minutes in the peak direction of travel (e.g., towards the waterfront through the mid-afternoon, and from the waterfront through the evening). The service would run between the Caltrain terminal and the intersection of Beach/Broderick (via Third/Fourth, Stockton, Broadway, Van Ness, and Lombard).</li> <li>• Supplemental 47L-Van Ness, which would run every 10 minutes in the peak direction of travel throughout the day. Service would be provided between the Civic Center BART/Muni station and North Point Street, via Van Ness Avenue. Providing the supplemental service within a temporary bus lane is currently being considered.</li> <li>• Increased frequencies on the 108-Treasure Island, which would run every 10 minutes on all event days, including weekends.</li> <li>• Increased frequencies on the F-Market &amp; Wharves historic streetcar between the Ferry Building and Fisherman's Wharf (i.e., at Pier 39), which would run every 5 minutes throughout the day.</li> <li>• New E-Embarcadero historic streetcar service between Caltrain and Pier 39. This service would need to use the double-ended historic streetcars, and would run every 20 minutes throughout the day.</li> <li>• Supplemental Muni Metro Shuttle. This light rail vehicle service would run within the Market Street tunnel between the Embarcadero station and the West Portal station. Shuttle service would be provided every 20 minutes on weekends only.</li> </ul>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO

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<p><b>M-TR-1c: Satellite Parking Facility Program</b></p> <p>As a means to reduce the number of vehicles traveling to and from the northern waterfront, the City shall implement satellite parking facilities and frequent transit or shuttle service between the satellite parking facilities and the various venues. Parking facilities could include existing public and private garages and lots, as well as other undeveloped parcels such as Mission Bay Lot A and Candlestick Park.</p>	OEWD and SFMTA	Satellite Parking Facility Program shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<p><b>M-TR-1d: Public Information Program</b></p> <p>As a means to facilitate access to and from venues and spectator viewing areas by all modes, while encouraging the use of transit and alternate modes, the City shall develop and implement a Public Information Program. For event days that overlap with other special events, a coordinated public information program shall be developed and provided to the public. The program shall provide:</p> <ul style="list-style-type: none"> <li>• Access information for all modes before, during and after the events;</li> <li>• Maps and guidelines;</li> <li>• Special signage;</li> <li>• Marketing campaign to encourage transit use and bicycle use to event sites;</li> <li>• Web-based event information;</li> <li>• Media and press releases to update information on a regular basis; and</li> <li>• Public information for commuters, businesses and deliveries.</li> </ul>	OEWD and SFMTA	Public Information Program provisions shall be completed and submitted to ERO prior to the 2012 AC34 events. Program shall begin no less than one month prior to 2012 AC34 events and repeated no less than one month prior to 2013 AC34 events	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<p><b>Mitigation Measure M-TR-17: Additional Muni Transit Service</b></p> <p>As part of the People Plan, the City shall develop and implement a transit operating plan to provide additional transit service to and from the Presidio, Crissy Field, and Marina venues accommodate peak transit demands on weekdays and weekends, and to and from Fisherman's Wharf on weekends. This transit service would need to be in addition</p>	OEWD and SFMTA	People Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO

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<b>TRANSPORTATION AND CIRCULATION MITIGATION MEASURES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<b>Mitigation Measure M-TR-17: Additional Muni Transit Service (cont.)</b> to that identified in Mitigation Measure M-TR-1b.		the 2012 AC34 events.		
<b>Mitigation Measure M-TR-18: Additional PresidiGo Shuttle Service</b> As part of the People Plan, the City shall work with the Presidio Trust, Golden Gate Transit, and SFMTA to develop and implement a transit operating plan to provide additional transit service linking Presidio destinations with Crissy Field and downtown regional service providers. Additional PresidiGo service could be provided by implementing PresidiGo on weekend days, and by providing an additional PresidiGo shuttle service between the Lombard Gate (near the terminus of the 41-Union and 45-Union-Stockton Muni bus lines) and Crissy Field on weekend days.	OEWD and SFMTA	People Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<b>Mitigation Measure M-TR-19: Additional AC Transit Capacity</b> As part of the People Plan, the City shall work with AC Transit and other regional transit providers (i.e., BART, WETA) to develop and implement an operating plan that would accommodate peak transit demands during the AC34 project events to and from the East Bay. While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided throughout the day as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. The additional AC Transit service could be provided by, but not be limited to, the following supplemental lines. <ul style="list-style-type: none"> <li>• <i>The Berkeley (F) Route:</i> This route provides service generally from UC Berkeley to the Temporary Transbay Terminal through Ashby BART and Emeryville.</li> <li>• <i>The Oakland (NL) Route:</i> This route provides service generally from Mills College to the Temporary Transbay Terminal through MacArthur Boulevard and West Grand Avenue.</li> </ul>	OEWD and SFMTA	People Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-TR-19: Additional AC Transit Capacity (cont.)</b></p> <ul style="list-style-type: none"> <li>• <i>Alameda (O) Route:</i> This route provides service generally from Fruitvale to the Temporary Transbay Terminal through Alameda.</li> <li>• <i>Treasure Island Route:</i> This route would provide service generally from one of the BART Stations (MacArthur or West Oakland) to Treasure Island.</li> <li>• <i>Crissy Field Route:</i> This route would provide service generally from the East Bay to Crissy Field without requiring East Bay passengers to transfer at the Temporary Transbay Terminal to Muni.</li> </ul> <p>The supplemental routes described above are intended to illustrate the type and alignment of additional service that could be provided during the AC34 2012 events. However, the People Plan is expected to develop a transit operating plan that would formalize the details of the additional service (specific routes, span of service, days of service, headways, types of buses, etc.) and could include different routes, service providers, or service schedules than what is described above. This would allow for the flexibility to adjust service in response to demand during the AC34 2012 events and ultimately during the AC34 2013 events.</p>				
<p><b>Mitigation Measure M-TR-20: Additional BART Transit Service</b></p> <p>As part of the People Plan, the City shall work with BART and other regional transit providers (i.e., AC Transit, WETA) to develop and implement an operating plan that would accommodate peak transit demands during the AC34 events to and from the East Bay and South Bay.</p> <p>While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided throughout the day as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. The additional East Bay BART service could be provided by, but not limited to, executing weekday service during the weekends or by operating longer trains. The People Plan is</p>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO

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<b>TRANSPORTATION AND CIRCULATION MITIGATION MEASURES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-TR-20: Additional BART Transit Service (cont.)</b></p> <p>expected to develop a transit operating plan that would formalize the details of the additional service (span of service, days of service, headways, etc.) and could include a different arrangement than providing weekday service on weekends.</p>				
<p><b>Mitigation Measure M-TR-21: Additional WETA Transit Service</b></p> <p>As part of the People Plan, the City shall work with WETA and other regional transit providers (i.e., BART, AC Transit) to develop and implement an operating plan that would accommodate peak transit demands during the AC34 events to and from the East Bay.</p> <p>While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided throughout the day as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. The additional WETA ferry service could be provided by, but not be limited to, the following supplemental lines.</p> <ul style="list-style-type: none"> <li>• <i>Vallejo Baylink Service:</i> This service operates from the terminal at the Vallejo waterfront west of downtown directly to the San Francisco Ferry Building and to Pier 41 in Fisherman's Wharf. One additional vessel with a capacity for 300 passengers could be added to the existing weekend service.</li> <li>• <i>Alameda/Oakland Bay Service (AOFS):</i> This service operates from Main Street in Alameda and from Clay Street in Oakland to the San Francisco Ferry Building and to Pier 41 in Fisherman's Wharf. One additional vessel with a capacity of approximately 325 to 375 passengers could be added to the existing weekend service.</li> <li>• Additional midday off-peak service could also be provided between the Ferry Building and/or Piers 39-41, if there is sufficient capacity to berth the ferries.</li> </ul> <p>The supplemental routes described above are intended to illustrate the type and alignment of additional service that could be provided during the AC34 2012 events. However, the People Plan is expected to develop a transit operating plan that would formalize the details</p>	<p>OEWD and SFMTA</p>	<p>Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.</p>	<p>Planning Department and ERO, and SFMTA</p>	<p>Considered complete upon verification by Planning Department and ERO</p>

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-TR-21: Additional WETA Transit Service (cont.)</b></p> <p>of the additional service (specific routes, span of service, days of service, headways, types of ferries, etc.) and could include different routes or service schedules than what is described above. This would allow for the flexibility to adjust service in response to demand during the AC34 2012 events and ultimately during the AC34 2013 events.</p>				
<p><b>Mitigation Measure M-TR-22: Additional Golden Gate Transit Service</b></p> <p>As part of the People Plan, the City shall work with Golden Gate Transit and other regional transit providers (i.e., WETA) to develop and implement an operating plan that would accommodate peak transit demands during the AC34 events to and from the North Bay.</p> <p>While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided throughout the day as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. The additional Golden Gate Transit bus service may be able to pick up local passengers within San Francisco at existing Golden Gate Transit and Muni bus stops. The bus service could be provided by, but not be limited to, the following supplemental lines.</p> <ul style="list-style-type: none"> <li>• <i>Route 93:</i> This route would begin at the Golden Gate Bridge Toll Plaza and continue to the San Francisco Civic Center area via Lombard, Van Ness, Golden Gate, Hyde, Eighth, and Mission Streets to Sixth and Howard Streets in the outbound direction, and via Seventh, McAllister, Van Ness, and Lombard to the Golden Gate Bridge Toll Plaza in the inbound direction. A variation of this route could terminate at the Richardson/Francisco transfer point rather than at the Golden Gate Bridge Toll Plaza, provided sufficient turn-around space is available.</li> <li>• <i>Route 4:</i> To supplement Route 93, a "short" Route 4 could operate between the Manzanita Park &amp; Ride in Mill Valley to the Financial District. This route would travel on U.S. 101 through the Golden Gate Bridge Toll Plaza and continue to the San Francisco Financial District via Lombard, Van Ness, North Point, Polk, Beach, Embarcadero, and Battery, across Market Street to Howard, Eight and Harrison</li> </ul>	<p>OEWD and SFMTA</p>	<p>Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.</p>	<p>Planning Department and ERO, and SFMTA</p>	<p>Considered complete upon verification by Planning Department and ERO</p>

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<i>America's Cup (cont.)</i>				
<b>Mitigation Measure M-TR-22: Additional Golden Gate Transit Service (cont.)</b>				
<p>Streets in the inbound direction, and via Harrison, Ninth, Folsom, Fremont, Front, Pine, Sansome, The Embarcadero, North Point, Van Ness and Lombard to the Manzanita Park &amp; Ride in the inbound direction.</p> <p>The supplemental routes described above are intended to illustrate the type and alignment of additional service that could be provided during the AC34 2012 events. However, the People Plan is expected to develop a transit operating plan that would formalize the details of the additional service (specific routes, span of service, days of service, headways, types of buses, etc.) and could include different routes than what is described above. This would allow for the flexibility to adjust service in response to demand during the AC34 2012 events and ultimately during the AC34 2013 events.</p>				
<b>Mitigation Measure M-TR-23: Additional Blue &amp; Gold Transit Service</b>				
<p>As part of the People Plan, the City shall work with Blue &amp; Gold and other regional transit providers (i.e., Golden Gate Transit) to develop and implement an operating plan that would accommodate peak transit demands during the AC34 events to and from the North Bay.</p> <p>While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided by Blue &amp; Gold and/or Golden Gate Transit ferry and bus service throughout the day, as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. Blue &amp; Gold currently provides additional ferry service during special events – for example, additional evening service from Tiburon to San Francisco for the Fourth of July fireworks show. Similar additional service could be provided during the AC34 2012 events.</p>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<b>Mitigation Measure M-TR-24: Additional Caltrain Transit Service</b>				
<p>As part of the People Plan, the City shall work with Caltrain and other regional transit providers (i.e., BART, SamTrans) to develop and implement an operating plan that would accommodate peak transit demands during the AC34 events to and from the South Bay.</p>				

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-TR-24: Additional Caltrain Transit Service (cont.)</b></p> <p>While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided throughout the day as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. The People Plan is expected to develop a transit operating plan that would formalize the details of the additional service (span of service, days of service, headways, stop locations, etc.), if any. This would allow for the flexibility to adjust service in response to demand during the AC34 2012 events, and ultimately during the AC34 2013 events.</p>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<p><b>Mitigation Measure M-TR-25: Additional SamTrans Transit Service</b></p> <p>As part of the People Plan, the City shall work with SamTrans and other regional transit providers (i.e., BART, Caltrain) to develop an operating plan that would accommodate peak transit demands during the AC34 events to and from the South Bay.</p> <p>While the analysis above describes the capacity shortfall during the Saturday midday peak hour, additional capacity would need to be provided throughout the day as well as on Sundays. It is likely that the span of additional service would be from approximately 10:00 a.m. to 8:00 p.m. with varied levels of service throughout that time period. Whether the additional service could be provided by SamTrans is uncertain. However, additional service from and to the South Bay could be provided by, but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• <i>Supplemental BART Service:</i> BART could increase its service to and from the South Bay by providing service similar to that seen on weekdays or by operating longer trains (10 cars per train) to increase the capacity of the existing weekend service.</li> </ul> <p>The People Plan is expected to develop a transit operating plan that would formalize the details of the additional service (span of service, days of service, headways, stop locations, etc.) and could include a different arrangement than providing described above. This would allow for the flexibility to adjust service in response to demand during the AC34 2012 events and ultimately during the AC34 2013 events.</p>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-TR-26a: Barricade to Protect Transit Lanes</b></p> <p>The AC34 2012 events have the potential to adversely impact the operations of the F-Market &amp; Wharves line in the Fisherman Wharf area, particularly on Jefferson Street. As part of the People Plan, the City shall create a strategy for protecting the F-Market &amp; Wharves right-of-way for safety and operational efficiency (i.e., to ensure delay to streetcar service is minimized. The strategy could include, but not be limited to, erecting removable barricades along the F-Market &amp; Wharves tracks in order to contain pedestrian overflow and direct crossings to existing crosswalks.</p>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<p><b>Mitigation Measure M-TR-26b: Traffic Control Officers at Key Intersections</b></p> <p>The AC34 2012 events have the potential to adversely impact the operations of Muni, Golden Gate Transit, and AC Transit service in downtown San Francisco. As part of the People Plan, the City shall develop a strategy for implementation of traffic control officers at intersections that key transit routes travel through.</p>	OEWD and SFMTA	Plan shall be completed and approved by appropriate transportation agencies, and a completed and approved copy shall be submitted to ERO prior to the 2012 AC34 events.	Planning Department and ERO, and SFMTA	Considered complete upon verification by Planning Department and ERO
<b>NOISE AND VIBRATION MITIGATION MEASURES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-NO-1a: Noise Controls During Construction</b></p> <p>The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor:</p> <ul style="list-style-type: none"> <li>• Provide enclosures and mufflers for stationary equipment, shroud or shield impact tools, and install barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked;</li> <li>• Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors;</li> <li>• Provide sound-control devices on equipment no less effective than those provided by</li> </ul>	ACEA and construction contractor	Construction specifications showing adherence to measure shall be submitted to ERO prior to commencement of activities. Measures shall be implemented during construction.	Port, Planning Department and ERO	Following completion of all construction activities

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<p><b>Mitigation Measure M-NO-1a: Noise Controls During Construction (cont.)</b></p> <p>the manufacturer;</p> <ul style="list-style-type: none"> <li>• Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptor locations;</li> <li>• Prohibit unnecessary idling of internal combustion engines; and</li> </ul> <p>Require applicable construction-related vehicles and equipment to use designated truck routes to travel to and from the project sites.</p>				
<p><b>Mitigation Measure M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices</b></p> <p>The AC34 project sponsors shall require the construction contractor to use noise-reducing pile-driving techniques if nearby structures are subject to pile-driving noise and vibration. These techniques shall include installing intake and exhaust mufflers on pile-driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile-driving hammer where feasible.</p> <p>Construction contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. In addition, at least 48 hours prior to pile-driving activities, the project sponsors shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.</p> <p>In addition, implementation of this measure shall be coordinated with Mitigation Measure M-BI-11a (Impact Hammer Pile Driving Noise Reduction for Protection of Fish) (see Section 5.14, Biological Resources), which requires the AC34 project sponsors to develop a sound attenuation monitoring plan to reduce noise impacts to aquatic wildlife. This plan shall incorporate best management practices to reduce noise, such as use of cushion blocks between the hammerhead and concrete piles to reduce vibration, use of vibratory drivers for the installation and removal of all steel pilings, and employment of a "soft start" technique to all pile driving to give fish and marine mammals an opportunity to vacate the area. Vibratory hammers shall be used to the maximum extent practicable.</p>	ACEA and construction contractor	Construction specifications showing adherence to measure shall be submitted to ERO prior to commencement of activities. Measures shall be implemented during pile-driving.	Port, Planning Department and ERO	Following completion of all pile-driving activities

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<b>NOISE AND VIBRATION MITIGATION MEASURES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-NO-2a: Selection, Shielding or Acoustical Enclosures for Generators at Piers 27-29 and Marina Green and Use of Electrical Service at Piers 27-29</b></p> <p>At Piers 27-29, the AC34 project sponsor shall use utility electricity in lieu of generators, if available; if electricity requirements exceed available power, the AC34 project sponsor shall use generators. The AC34 project sponsor shall provide shielding or acoustical enclosures for generators at Piers 27-29 and the Marina Green. Specification sheets for generators indicate that Level 1 sound enclosures will dampen noise levels by 5 dBA for the size of generators proposed. Additionally, the project sponsor shall achieve a performance standard of 60 dBA at the Crissy Field Center when educational activities are in progress.</p>	ACEA and construction contractor	Generator specifications showing adherence to measure shall be submitted to ERO prior to commencement of activities.	Port, SFRPD, Planning Department and ERO	Following completion of all AC34 events
<p><b>Mitigation Measure M-NO-2b: Noise Control Plan for Entertainment Venues</b></p> <p>The AC34 project sponsors shall develop and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the severity of potential noise impacts from public address and/or amplified music. This Noise Control Plan shall contain the following elements:</p> <p style="padding-left: 40px;">The project sponsor shall comply with noise controls and restrictions in applicable entertainment permit requirements for designated AC34 events. Where not otherwise addressed in City permits, amplification levels generally shall be established commensurate with the City's fixed residential interior noise limits of 50 dBA daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA nighttime (10:00 p.m. to 7:00 a.m.). Volume settings at each entertainment venue shall be identified during the first week of events using noise monitoring at the nearest residences of concern, performed by a qualified acoustical technician in association with the project sponsors. No building attenuation shall be assumed for residences that would not be expected to have mechanical ventilation systems.</p>	ACEA	Noise Control Plan should be approved by San Francisco Entertainment Commission and submitted to ERO by June 2012. Plan provisions shall be implemented during AC34 events.	Planning Department and ERO, and San Francisco Entertainment Commission, NPS, and SFRPD on lands within their respective jurisdictions	Following completion of all AC34 events

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<b>NOISE AND VIBRATION MITIGATION MEASURES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-NO-2b: Noise Control Plan for Entertainment Venues (cont.)</b></p> <ul style="list-style-type: none"> <li>• Speaker systems shall be directed toward the Bay, away from the nearest sensitive receptors to the degree feasible.</li> <li>• A point of contact shall be designated by the project sponsors to respond to noise complaints and to ensure compliance with the first two measures above. This person shall work with the San Francisco Entertainment Commission to establish set-up and operational conditions appropriate to each of the venues with regard to compliance with requirements of Section 47.2 of the San Francisco Police Code.</li> </ul>				
<p><b>Mitigation Measure M-NO-3: Pre-Construction Assessment to Minimize Structural Pile-Driving Vibration Impacts on Adjacent Historic Buildings and Structures and Vibration Monitoring</b></p> <p>The project sponsors shall engage a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby historic structures that are subject or adjacent to pile-driving activities before a Port Building Permit is issued. If recommended by the pre-construction assessment, for structures or facilities within 60 feet of pile-driving activities, the project sponsors shall require groundborne vibration monitoring of nearby historic structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary.</p> <p>The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities. Monitoring results shall be submitted to the Port's Chief Harbor Engineer. In the event of unacceptable ground movement with the potential to cause structural damage, as determined by the Chief Harbor Engineer, all impact work shall cease and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.</p>	<p>ACEA and geotechnical engineer</p>	<p>Assessment shall be completed and submitted to Port Engineer and Planning Department ERO prior to pile-driving. Monitoring shall occur during pile-driving</p>	<p>Port of San Francisco Chief Harbor Engineer; Planning Department and ERO</p>	<p>Following completion of all pile-driving activities</p>

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<i>America's Cup</i>				
<p><b>Mitigation Measure M-AQ-2a: Construction Vehicle Emissions Minimization</b></p> <p>To reduce construction vehicle emissions, the project sponsor shall incorporate the following into construction specifications:</p> <ul style="list-style-type: none"> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure, Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> </ul>	ACEA and construction contractor	Manufacturing specifications shall be submitted to ERO prior to construction. Certified mechanic shall check equipment prior to, and during, demolition and construction activities and submit affidavit to ERO.	Planning Department and ERO; Port and SFRPD for properties within their respective jurisdictions	Following completion of all construction and demolition activities
<p><b>Mitigation Measure M-AQ-2a: Construction Vehicle Emissions Minimization (cont.)</b></p> <ul style="list-style-type: none"> <li>• The project sponsor shall ensure that construction contract specifications include a requirement that on-road diesel trucks used to transport spoils consist of 2007 or newer model-year trucks with factory-built engines. All on-road diesel trucks shall be required to have emission control labels as specified in 13 CCR 2183(c). The construction contract specifications shall require that the contractor submit to the Environmental Review Officer (ERO) a comprehensive inventory of all on-road trucks used to haul spoils. The inventory shall include each vehicle's license plate number, the engine production year, and a notation of whether the truck is in possession of an emission control label as defined in 13 CCR. The contractor shall update the inventory and submit it monthly to the ERO throughout the duration of the project.</li> </ul>				
<p><b>Mitigation Measure M-AQ-2b: Off-Road Construction Equipment</b></p> <p>The project sponsors shall ensure that construction contract specifications include a requirement that all off-road construction equipment be equipped with diesel engines</p>	ACEA and construction contractor	Contract specifications shall be submitted to Planning Department and ERO prior to construction and demolition. Equipment	Planning Department and ERO; Port and SFRPD for properties within their respective jurisdictions	Following completion of all construction and demolition activities

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<b>AIR QUALITY (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-2b: Off-Road Construction Equipment (cont.)</b></p> <p>meeting USEPA Tier 3 standards for NO<sub>x</sub> and PM (Tier 2 standards if greater than 750 hp) or better. The following types of equipment<sup>1</sup> were identified as available for rental in Tier 3 models, or are candidates for retrofitting with emissions control technology, due to their expected operating modes (i.e., fairly constant use at high revolution per minute):</p> <ul style="list-style-type: none"> <li>• Excavators</li> <li>• Backhoes</li> <li>• Rubber-Tired Dozers</li> <li>• Concrete Boom Pumps</li> <li>• Concrete Trailer Pumps</li> <li>• Concrete Placing Booms</li> <li>• Compressors</li> <li>• Soil Mix Drill Rigs</li> <li>• Soldier Pile Rigs</li> <li>• Shoring Drill Rigs</li> </ul> <p>At construction locations where power demands allow it, propane generators shall be used in lieu of diesel powered generators. Diesel generators used for project construction shall meet Tier 4 emissions standards.</p> <p>In addition to the Tier 3 emissions standard requirement, all equipment must be equipped with a CARB Level 3 Verified Diesel Emission Control System (VDECS) for PM control, where feasible. The construction contractor shall provide proof in the form of a manufacturer's engineering evaluation or other proof to the satisfaction of the Environmental Review Officer that a CARB-verified Level 3 VDECS is not feasible for a particular equipment type.</p>		shall be used during demolition and construction activities	Planning Department and ERO; Port and SFRPD for properties within their respective jurisdictions	Following completion of all construction and demolition activities

<sup>1</sup> <http://tier3rental.com/>

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-2b: Off-Road Construction Equipment (cont.)</b></p> <p>Should it be determined by the construction contractor or its subcontractors that compliance with the emissions control requirements of this mitigation measure is infeasible for any of the above-listed construction equipment, the construction contractor shall demonstrate an alternative method of compliance that achieves an equivalent reduction in the project's fleetwide NOx and PM emissions. If alternative means of compliance with the emissions exhaust requirements are further determined to be infeasible, the construction contractor shall document, to the satisfaction of the Environmental Review Officer, that the contractor has complied with this mitigation measure.</p>				
<p><b>Mitigation Measure M-AQ-2c: Off-Road Construction Equipment - Electricity Use</b></p> <p>Hydropower electricity supplied by a public utility shall be used where available at pier construction sites in lieu of temporary diesel or gasoline-powered generators and compressors. Existing utility service or temporary new utility service shall be the preferred power alternative, unless proven infeasible at each location where generators are proposed.</p>	ACEA and construction contractor	Contract specifications shall be submitted to Planning Department and ERO prior to construction and demolition.	Port, Planning Department and ERO	Following completion of all construction and demolition activities
<p><b>Mitigation Measure M-AQ-2d: Off-Road Construction Equipment - Best Management Practices (BMPs)</b></p> <p>The following types of measures are required on construction equipment:</p> <ol style="list-style-type: none"> <li>1. Use of CARB-verified diesel oxidation catalysts and catalyzed diesel particulate traps if not already included in the design of the equipment to meet Tier 3 standards, or not already required as part of Mitigation Measure M-AQ-2b above.</li> <li>2. Install high-pressure fuel injectors on construction equipment vehicles.</li> <li>3. Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc.</li> </ol>	ACEA, Port, and construction contractor	Contract specifications shall be submitted to Planning Department and ERO prior to construction and demolition. Equipment shall be used during demolition and construction activities	Planning Department and ERO	Following completion of all construction and demolition activities

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-2d: Off-Road Construction Equipment - Best Management Practices (BMPs) (cont.)</b></p> <p>The Port shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The Port shall determine the BMPs once the contractor identifies and secures a final equipment list.</p>				
<p><b>Mitigation Measure M-AQ-2e: Off-Road Construction Equipment - Engine Standards for Harbor Craft Used in Construction</b></p> <p>All harbor craft with C1 or C2 marine engines used in construction must utilize a USEPA Tier-3 engine, or cleaner, if feasible.</p> <p>Should it be determined by the construction contractor or its subcontractors that compliance with the emissions control requirements of this mitigation measure is infeasible for any of the harbor craft used in construction, the construction contractor shall demonstrate an alternative method of compliance that achieves an equivalent reduction in the project's fleetwide NOx emissions. If alternative means of compliance with the emissions exhaust requirements are further determined to be infeasible, the construction contractor shall document, to the satisfaction of the Environmental Review Officer, that the contractor has complied with this mitigation measure to the extent feasible and indicate why full compliance with the mitigation measure is infeasible.</p>	ACEA and construction contractor	Contract specifications shall be submitted to Planning Department and ERO prior to construction and demolition. Equipment shall be used during demolition and construction activities	Planning Department and ERO; Port and SFRPD for properties within their respective jurisdictions	Following completion of all construction and demolition activities

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-2f: Fuels for Off-Road Construction Equipment</b></p> <p>The project sponsors shall ensure that construction contract specifications include a requirement that all off-road construction equipment used be fueled with propane or biodiesel (B20 blended with California on-road diesel) unless precluded by engine type or warranty.</p>	ACEA and construction contractor	Contract specifications shall be submitted to Planning Department and ERO prior to construction and demolition.	Planning Department and ERO; Port and SFRPD for properties within their respective jurisdictions	Following completion of all construction and demolition activities
<p><b>Mitigation Measure M-AQ-4a: Emission Controls for Race-Sponsored Spectator and Support Vessels</b></p> <p>The project sponsor shall require all contracts for race-sponsored spectator vessels and venue leases for race support vessels to meet U.S. EPA Tier 3 or better engine standards for marine diesel engines, as feasible. Tier 3 and Tier 4 engines would reduce ROG and NOx emissions by approximately 42 percent over Tier 1 engines and PM emissions by 78 percent over Tier 1 engine emissions.<sup>2</sup></p> <p>Should it be determined by the project sponsor that availability of vessels with Tier 3 or Tier 4 engines for use as race-sponsored spectator vessels renders this mitigation measure infeasible, this lack of availability must be demonstrated, to the satisfaction of the Environmental Review Officer, indicating that the project sponsor has complied with this mitigation measure to the extent feasible and why full compliance with the mitigation measure is infeasible.</p>	ACEA, ACRM, and spectator vessel contractors	Vessels specifications detailing adherence to measure shall be submitted to ERO prior to 2012 AC34 events. Vessels meeting these standards shall be used during spectator vessel activities	Planning Department and ERO; Port and SFRPD for properties within their respective jurisdictions	Following completion of all AC34 events
<p><b>Mitigation Measure M-AQ-4b: Temporary Shoreside Power for Large Private Yachts at Pier 27</b></p> <p>The project sponsor shall install shoreside electrical power at Pier 27 to serve large, private spectator vessels during the AC34 2013 events. Shoreside power shall be supplied by a publicly owned utility supplying hydropower, if available at rates and service levels equivalent to a private utility.</p>	ACEA	Shoreside power to serve large private yachts at Pier 27 shall be installed prior to the AC34 2013 events. Berthing contracts detailing adherence to measure shall be submitted to ERO prior to 2013 AC34 events.	Port, Planning Department and ERO	Following completion of all AC34 events

<sup>2</sup> California Air Resources Board, Airborne Toxic Control Measure for Diesel Engines on Commercial Harborcraft Operated within California Waters and 24 Nautical Miles of the California Baseline, <http://www.arb.ca.gov/regact/2007/chc07/rev93118.pdf>



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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-4b: Temporary Shoreside Power for Large Private Yachts at Pier 27 (cont.)</b></p> <p>If shoreside power is available at berths used by large, private spectator vessels, the project sponsor shall impose as a requirement in any berthing contract with large, private spectator vessels a requirement to use shoreside power, if such vessels are so equipped.</p>				
<p><b>Mitigation Measure M-AQ-4c: Alternative Low-Emissions Fuels for Large Private Yachts and Race-Sponsored Vessels</b></p> <p>The project sponsor shall impose as a requirement in any berthing contract with large, private spectator vessels and in any contract with race-sponsored vessels, a requirement to use B20 biodiesel or higher, unless precluded by engine type or warranty, or availability. If biodiesel is precluded, such contracts shall require use of California on-road diesel.</p> <p>Should it be determined by the project sponsor that availability or compatibility of biodiesel with vessel engines or warranties renders this mitigation measure infeasible, this lack of availability or compatibility must be demonstrated, to the satisfaction of the Environmental Review Officer, indicating that the project sponsor has complied with this mitigation measure to the extent feasible and why full compliance with the mitigation measure is infeasible.</p>	ACEA	Berthing contracts detailing adherence to measure shall be submitted to ERO prior to 2013 AC34 events.	Port, Planning Department and ERO	Following completion of all AC34 events
<p><b>Mitigation Measure M-AQ-4d: Return Pier 27 to the Port Within One Month after Completion of the Match for Reconnection of Shoreside Power</b></p> <p>The project sponsor shall reconnect shoreside power and complete Phase 2 construction of the James R. Herman Cruise Terminal and reconnection of shoreside power at Pier 27 not later than April 1, 2014, if feasible. To accommodate construction of Phase 2 improvements to the Cruise Terminal and reconnection of shoreside power, the Event Authority shall return Pier 27 to the Port within one month of the completion of the Match.</p> <p>Subsequently, the Port shall complete Phase 2 construction of the James R. Herman Cruise Terminal in 2013 to 2014 and reconnect shoreside power at Pier 27 no later than April 1, 2014, if feasible.</p>	ACEA and Port	Following completion of the America's Cup Events in 2013 and prior to April 1, 2014	Planning Department and ERO	April 1, 2014 or earlier

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-4d: Return Pier 27 to the Port Within One Month after Completion of the Match for Reconnection of Shoreside Power (cont.)</b></p> <p>Should it be determined by the project sponsor that Phase 2 construction of the James R. Herman Cruise Terminal and reconnection of shoreside power at Pier 27 by April 1, 2014 is infeasible, the project sponsor shall document, to the satisfaction of the Environmental Review Officer, that the project sponsor has complied with this mitigation measure to the extent feasible and indicate why full compliance with the mitigation measure is infeasible.</p>				
<p><b>Mitigation Measure M-AQ-4e: Long-term Shoreside Power at Pier 70</b></p> <p>The project sponsor shall develop shoreside power at an offsite location that would consist of constructing 12 MW of shoreside power at the Port's Drydock #2 at Pier 70 to serve large cruise, military and other vessels while they are in drydock.</p> <p>Should it be determined by the project sponsor that this measure is infeasible, the project sponsor shall document, to the satisfaction of the Environmental Review Officer, that the project sponsor has complied with this mitigation measure to the extent feasible and indicate why full compliance with the mitigation measure is infeasible.</p>	Port and SFPUC	Prior to decommissioning of shoreside power at Piers 27-29 in 2012	Planning Department and ERO	To be in operation during 2012 and 2013; however, this shall be a long-term ongoing measure.
<p><b>Mitigation Measure M-AQ-5: Clean Diesel Engines for Temporary Power</b></p> <p>The project sponsor shall ensure that all diesel generators at AC34 event and viewing locations will conform to a level of performance equivalent to a Tier 4 interim, or Tier 2/Tier 3 (as applicable, depending on power rating) engine fitted with a Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent. Alternatively, natural gas or gasoline-powered generators may be used in lieu of diesel generators, thus eliminating DPM emissions from generators, as feasible.</p> <p>Should it be determined by the project sponsor that "tiered" diesel engine generators or natural gas or gasoline-powered generators would not provide the necessary power</p>	ACEA and contractors	Generator specifications detailing adherence to measure shall be submitted to ERO prior to 2012 events. Vessels meeting these standards shall be used during spectator vessel activities	Port, Planning Department and ERO	Following completion of all AC34 events

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-AQ-5: Clean Diesel Engines for Temporary Power (cont.)</b></p> <p>demands required, this lack of availability must be demonstrated to the satisfaction of the Environmental Review Officer, indicating that the project sponsor has complied with this mitigation measure to the extent feasible and why full compliance with the mitigation measure is infeasible.</p>				
<b>WIND AND SHADOW</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-WI-1: Warning Signs and/or Limiting Access on the Eastern Aprons of Piers 27-29 During Hazardous Wind Events</b></p> <p>The project sponsor shall be required to post warning signs and, if necessary, restrict public access to the eastern aprons of Piers 27-29 during the occurrence of high-speed winds that could result in hazardous wind conditions for spectators, and implement design features that provide wind protection for public access areas.</p> <p>If average wind speed at pedestrian height exceeds 26 mph, or when the National Weather Service issues high wind warnings for the Bay, the project sponsor shall implement this measure. As experience with the local wind conditions is gained, this trigger should be adjusted to suit the wind conditions that are experienced on the pier.</p>	ACEA and Port	Procedure and signage shall be submitted to ERO for approval prior to 2012 AC34 events. If average wind speed at pedestrian height exceeds 26 mph, or when the National Weather Service issues high wind warnings for the Bay, procedure shall be implemented	Port, Planning Department and ERO	Considered completed upon completion of AC34 events

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<b>RECREATION</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-RE-1: Protection of Recreational Resources</b></p> <p>As described in the Project Description, the <i>Parks Event Operations Plan</i> (applicable to National Park Service [NPS], Presidio Trust, California Department of Parks and Recreation [CDPR], and San Francisco Recreation and Parks Department [SFRPD]) will be prepared and implemented in support of the proposed project. Also as described in the Project Description, the City and Event Authority are coordinating with local agencies and jurisdictions (including BCDC, Marin County, Sausalito, Tiburon, and Belvedere). As the plan and agency coordination are still under development, this mitigation measure requires that the plan and ongoing agency coordination to incorporate specific elements to protect recreational resources through protection and restoration requirements. The <i>Parks Event Operations Plan</i> and the agency coordination shall each include, for their respective jurisdictions, the following measures to protect and restore recreational resources:</p> <ul style="list-style-type: none"> <li>• <b>Identification of Recreational Resource Areas of Special Concern.</b> Agency coordination shall include identification of recreational resource areas of special concern to land management agencies (e.g., Crissy Field picnic area near the Warming Hut) that could provide attractive spectator viewing opportunities, determination of the existing condition of resources, identification of requirements for additional service levels at recreational facility restrooms and trash/recycling needs, and identification of any necessary agreements, such as a memorandum of understanding or memorandum of agreement, to document commitments regarding protection and restoration of recreation resource areas of special concern.</li> <li>• <b>Crowd Control:</b> The project sponsor shall ensure that crowd control volunteers and/or enforcement personnel are posted at or near the recreation resources identified to be of special concern in order to manage crowd levels at those locations. The exact number, location, and timing of the crowd control volunteers shall be determined in consultation with the appropriate land authority where the indirect impacts are anticipated.</li> <li>• <b>Post-Event Repair:</b> Following each of the 2012 and 2013 AC34 events, the project sponsor shall ensure that recreational resource areas of special concern are returned to their previously identified pre-project condition to the extent damaged by event activities, which could include trash collection, facility repairs, restroom maintenance, pavement washing, trail repair, revegetation, and resodding.</li> </ul>	<p>ACEA, OEWD, and contractors</p>	<p>Plan shall be completed and approved by NPS, CDPR, Presidio Trust, and SFRPD, and submitted to the ERO, prior to 2012 AC34 events; measures shall be implemented during and after events</p>	<p>SFRPD, CDPR, Presidio Trust, National Park Service, Planning Department and ERO</p>	<p>Considered completed upon completion of post-event repair</p>

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<b>BIOLOGICAL RESOURCES: UPLAND BIOLOGICAL RESOURCES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-BI-1a: Protecting Sensitive Areas for Mission Blue Butterfly</b></p> <p>The AC34 project sponsor shall ensure that areas supporting the habitat for Mission blue butterflies (<i>Lupinus albifrons</i>) are adequately protected against incidental impacts by spectators for AC34 events. These areas shall be avoided. This shall be accomplished by working with the National Park Service (NPS) to develop a detailed strategy for protecting sensitive butterfly areas, including area closures, fencing, signage, and staffing. Federal and state agencies would likely require these or similar measures pursuant to their mission and obligations under federal and state law. The project sponsor shall work with NPS to implement an appropriate combination of the following conservation measures to ensure that these areas will be avoided:</p> <ul style="list-style-type: none"> <li>• New fence or fence augmentation. Fencing could consist of, as an example, higher fencing with additional cabling or wire mesh backing. If NPS requires fencing in 2012, these fences will be light enough for removal between 2012 and 2013 race events, and will be obvious deterrents to visitors. Fences, if required, will be in place prior to the start of the AC events. Areas fenced will have signs at frequent intervals announcing that these are sensitive wildlife/ botanical areas. Final fencing type and signage will be coordinated with the NPS.</li> <li>• Trail, area, or roads could be closed during race events. For Mission blue butterfly, this could include closure of roads and trails at Fort Baker and the Marin Headlands, including closure of Conzelman Road in the Marin Headlands during race events.</li> <li>• Resource monitors. Resource monitors will be placed at areas of greatest spectator density or as an augmentation of the signage and fencing protection measures. The monitors shall be trained in both the sensitive species of the area and in the proper manner to interact with and inform spectators. In coordination with NPS, NPS law enforcement personnel would provide additional support as needed.</li> </ul>	<p>ACEA and OEWD</p>	<p>Locations and specifications of fences shall be approved by NPS, and approval provided to the ERO, prior to 2012 AC34 events. Fences, if required, will be in place prior to the start of events; will be in place during events</p>	<p>NPS; Planning Department and ERO</p>	<p>Considered completed upon completion of AC34 events</p>

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<b>BIOLOGICAL RESOURCES: UPLAND BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-1b: Protecting Listed and Other Special Status Plant Areas</b></p> <p>The project sponsor shall ensure that areas supporting special-status plants are adequately protected against incidental impacts by spectators for AC34 events or displaced park visitors. These areas shall be avoided. These plants are largely concentrated in the dunes and serpentine soils of the Presidio at and above Baker Beach and along Lincoln Boulevard, the serpentine areas on Angel Island and at Crissy Marsh and Beach. Federal and state agencies would likely require these or similar measures pursuant to their mission and obligations under federal and state law. The project sponsor will work closely with the NPS and the California Department of Parks and Recreation (CDPR) to develop a detailed strategy for protecting plant populations by implementing an appropriate combination of the same three measures that are identified in Mitigation Measure M-BI-1a (Protecting Sensitive Areas for Mission Blue Butterfly): (1) fencing as necessary; (2) resource monitors; and/or (3) trail/area closures.</p>	ACEA and OEWD	Locations and specifications of fences and closures shall be approved by NPS, and approval provided to the ERO, prior to 2012 AC34 events. If required, these measures will be in place prior to the start of events; will be in place during events	NPS, CDPR, SFRPD, Presidio Trust, Planning Department and ERO	Considered completed upon completion of AC34 events
<p><b>Mitigation Measure M-BI-1c: Protecting the Crissy Beach Wildlife Protection Area (WPA)</b></p> <p>The project sponsor shall ensure that areas supporting western snowy plover are adequately protected against incidental impacts by spectators or AC34 events. These areas shall be avoided. The western snowy plovers are concentrated within the Crissy Beach WPA, which is managed by NPS. Similar to the measures identified in Mitigation Measures M-BI-1a (Protecting Sensitive Areas for Mission Blue Butterfly) and M-BI-1b (Protecting Listed and Other Special Status Plant Areas), NPS would likely require these or similar measures pursuant to their mission and obligations under federal law, and the project sponsor will work with NPS to develop a detailed strategy for protecting western snowy plover populations within the project area, which will include an appropriate combination of the following three measures as identified above: (1) signage and fencing as necessary; (2) resource monitors; and/or (3) area closures. In particular, NPS may decide to close temporarily the WPA on race days.</p>	ACEA and OEWD	Locations and specifications of fences and closures shall be approved by NPS, and approval provided to the ERO, prior to 2012 AC34 events. If required, these measures will be in place prior to the start of events; will be in place during events	NPS, Planning Department and ERO	Considered completed upon completion of AC34 events

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<b>BIOLOGICAL RESOURCES: UPLAND BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-1d: Protecting Offshore Portion of the Wildlife Protection Area (WPA)</b></p> <p>The project sponsor shall work with the necessary governmental authorities to create a 100-yard offshore buffer in the form of a marked, marine-protected zone established offshore of the Crissy Beach WPA to mitigate impacts on western snowy plover. For a detailed map of Crissy Beach, see Appendix PD-3, <i>NPS Management Zone Planning Maps</i> for West Crissy Field. The protected zone will exclude all boat traffic throughout the duration of the AC34 events, which could include the use of trained boat-based resource monitors. Information regarding protection zones will be included within a detailed 'Notice to Mariners' that will be administered by the United States Coast Guard (see also Mitigation Measure M-BI-12, (Visiting Mariners Information). See also Mitigation Measure M-BI-4b (Offshore Buffers for Breeding Birds and Snowy Plover). A reduced buffer could be provided on a case-by-case basis to the extent approved by necessary governmental authorities based on site-specific conditions.</p>	ACEA, ACRM, and OEWD	Locations and specifications of buffer shall be approved by NPS, and approval provided to the ERO, prior to 2012 AC34 events. If required, these measures will be in place prior to the start of events; will be in place during events	NPS, USCG, and Planning Department and ERO	Considered completed upon completion of AC34 events
<p><b>Mitigation Measure M-BI-1e: Restrictions on Fireworks and Night Lighting</b></p> <p>In consultation with the NPS, fireworks or cannon fire will be limited to protect plovers and nesting birds on Alcatraz from harassment. Such restrictions are likely to limit where such activities are staged, or stipulate maximum allowable noise (decibels) at the Crissy Field WPA or at Alcatraz. Where exterior lights are to be left on at night, the AC34 project sponsor shall install fully shielded and downward cast lights to contain and direct light away from habitat, the sky, and Bay waters.</p>	ACEA	Restrictions shall be approved by NPS, and approval provided to ERO, prior to AC34 events and in place for duration of events	NPS and Planning Department and ERO	Considered completed upon completion of AC34 events
<p><b>Mitigation Measure M-BI-2: Signage at Sensitive Natural Community Areas; "No Spectator" Zone on Yerba Buena Island</b></p> <p>The project sponsor shall ensure that adequate signage is established in every area that meets the criteria for sensitive natural community. Signage type and placement shall be coordinated with and approved by the appropriate land authority – NPS, Presidio Trust, CDPR, or the Treasure Island Development Authority (for signage on Yerba Buena Island only) – through the preparation and submittal of a formal Fencing and Signage Plan that will exclude visitors from the sensitive natural community areas.</p> <p>No spectators shall be permitted on the western slope of Yerba Buena Island west of Treasure Island Road, to protect sensitive habitats (northern coastal [<i>Franciscan</i>] scrub vegetation).</p>	ACEA and OEWD	Locations and specifications of fences and closures shall be approved by NPS, CDPR, Presidio Trust, and Treasure Island Development Authority, and approval provided to the ERO, prior to 2012 AC34 events. If required, these measures will be in place prior to the start of events; will be in place during events	Planning Department and ERO, and NPS, Presidio Trust, CDPR, and Treasure Island Development Authority for lands within their respective jurisdictions	Considered completed upon completion of AC34 events

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<b>BIOLOGICAL RESOURCES: UPLAND BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-3: Signage at Wetland Sites</b></p> <p>The project sponsor shall ensure that adequate "keep out" signage is established in every area that meets the criteria for federally-protected wetlands (by Clean Water Act or National Park Service authority) in the area of Crissy Field in the Presidio. These include Crissy Marsh itself and those Cowardin wetlands shown in Figure 5.14-2, and the spring on Angel Island shown in Figure 5.14-3. Signage type and placement shall be coordinated with and approved by the appropriate land authority –NPS, CDP, or Presidio Trust – through the preparation and submittal of a formal Fencing and Signage Plan, designed to exclude visitors from the federally protected wetlands.</p>	ACEA and OEWD	Fencing and Signage plan shall be submitted and approved by applicable agency, and approval submitted to ERO, prior to events; plan shall be implemented during events	NPS, Presidio Trust, CDP, San Francisco Planning Department ERO	Considered completed upon completion of AC34 events
<p><b>Mitigation Measure M-BI-4a: Restrictions on Spectator Craft within Race Course Boundaries</b></p> <p>As part of the proposed project, the AC34 project sponsor will be working with the United States Coast Guard (USCG) to implement a Water and Air Traffic Plan to provide navigational and operational safety guidelines for race team, support, spectator, and large luxury yacht vessel activities associated with the AC34 events that meet USCG regulations. As part of this effort, the plan shall include provisions and restrictions to minimize the movement of spectator boats and thereby minimize disruption of feeding or resting least terns and other birds. Specifically, this may include requiring spectator vessels to be either anchored or as stationary as possible, maneuvering only to maintain safe distances from other vessels within the boundaries of the race course when races are occurring.</p>	ACEA, ACRM, and OEWD	Water and Air Traffic Plan shall be approved by USCG and submitted to the ERO prior to AC34 events; enforcement shall occur during events	USCG and Planning Department and ERO	Considered completed upon completion of AC34 events
<p><b>Mitigation Measure M-BI-4b: Offshore Buffers for Breeding Birds and Snowy Plover</b></p> <p>The AC34 project sponsor shall work with the necessary governmental authorities to create a 100-yard offshore buffer in the form of a marked, marine-protected zone established offshore of areas with colonial breeding birds and other sensitive biological resources (such as snowy plovers at Crissy Beach) in order to exclude vessels from the area. For detailed maps of Alcatraz Island and Crissy Beach sensitive natural resource areas, see Appendix PD (NPS Management Zone Planning Maps for Alcatraz Island and West Crissy Field.) As a practical matter, this will be defined as a 100-yard buffer between any event or motorized spectator vessel and the undeveloped shoreline of the mainland or any island in the Bay. The protected zones at Alcatraz Island and Crissy Beach will exclude all boat traffic throughout the duration of the AC34 race events, which</p>	ACEA, ACRM, and OEWD	Locations and specifications of buffer shall be approved by NPS, and approval provided to the ERO, prior to 2012 AC34 events. If required, these measures will be in place prior to the start of events; will be in place during events	NPS, Planning Department and ERO	Considered completed upon completion of AC34 events

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<b>BIOLOGICAL RESOURCES: UPLAND BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-4b: Offshore Buffers for Breeding Birds and Snowy Plover (cont.)</b></p> <p>could include the use of trained boat-based resource monitors. Information regarding protection zones will be included within a detailed 'Notice to Mariners' that will be administered by the United States Coast Guard under <b>Mitigation Measure M-BI-12</b>, (Visiting Mariners Information). Aircraft overflights shall also be restricted within 1,000 feet of the airspace and marine perimeter of these areas.<sup>3</sup> A reduced buffer could be provided on a case-by-case basis to the extent approved by necessary governmental authorities based on site-specific conditions. See also <b>Mitigation Measure M-BI-1d</b> (Protecting Offshore Portion of the Wildlife Protection Area).</p>				
<p><b>Mitigation Measure M-BI-4c: Protection for Breeding Birds on Piers and Associated Structures</b></p> <p>The project sponsor shall avoid demolition of structures on piers between March 1 and August 1. If demolition must occur during the nesting season, these areas shall be "netted" to prevent gulls from nesting there. Netting materials to be used shall be those developed specifically for bird exclusion. For possible cliff swallow nesting under piers, and in addition to netting, work in these areas shall be preceded by a pre-construction survey if work proceeds during the nesting season. The survey shall take place within two weeks of the start of work, and the nests avoided by at least 50 feet, or other actions developed in coordination with the California Department of Fish and Game (CDFG).</p>	ACEA and Port	Coordination with, and approval of, CDFG shall occur prior to demolition. Approval shall be submitted to ERO prior to demolition	CDFG, San Francisco Planning Department and ERO	Considered completed upon completion of demolition activities
<p><b>Mitigation Measure M-BI-4d: Protection for Bat Roosts on Piers and Associated Structures</b></p> <p>Within two weeks before demolition, buildings showing evidence of bat activity shall be surveyed by a qualified bat biologist. If active maternity roosts are found they shall be avoided, unless disturbance is authorized by CDFG. If no maternity roosts are found, the bat biologist shall take actions under CDFG guidance to make such roosts unsuitable habitat prior to building demolition, such as sealing access routes used by bats when the bats are absent.</p>	Port and bat biologist	Coordination with, and approval of, CDFG shall occur prior to demolition. Approval shall be submitted to ERO prior to demolition	CDFG, San Francisco Planning Department and ERO	Considered completed upon completion of demolition activities

<sup>3</sup> Subject to the review and approval of the Federal Aviation Administration

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<b>BIOLOGICAL RESOURCES: UPLAND BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-4e: Protection for Colonial Breeding Birds on Alcatraz</b></p> <p>The AC34 project sponsor shall allow no event-related public visitation, special events, or construction activities to be carried out near the western cliffs used by breeding seabirds. NPS would likely require these or similar measures pursuant to their mission and obligations under federal law. If required by NPS, the project sponsor shall install durable visual barriers, such as shade cloth fastened to 2-by-4-inch welded mesh, prior to arrival of birds for pre-nesting (February 1). All such areas will be considered "closed areas" with signs, similar to those described in <b>Mitigation Measure M-BI-1a</b> (Protecting Sensitive Areas for Mission Blue Butterfly), explaining the presence of the seabird colony and why it is important to stay behind barricades and view from a distance.</p>	ACEA and OEWD	Specifications and locations of fencing and signage shall be approved by NPS, and approval shall be submitted to the ERO by January 15. Fences shall be in place prior to arrival of birds for pre-nesting (February 1)	NPS, San Francisco Planning Department ERO	Considered completed upon completion of AC34 events
<b>BIOLOGICAL RESOURCES: MARINE BIOLOGICAL RESOURCES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-BI-11a: Impact Hammer Pile Driving Noise Reduction for Protection of Fish</b></p> <p>Prior to the start of construction, the project sponsor shall develop a National Marine Fisheries Service (NMFS)-approved sound attenuation monitoring plan. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities, and management practices to be taken to reduce impact hammer pile-driving sound in the marine environment to an intensity level of less than 183 dB. The sound monitoring results shall be made available to the NMFS. The plan shall incorporate but not be limited to the following best management practices (BMPs):</p> <ul style="list-style-type: none"> <li>All 18 and 24-inch diameter pilings shall be installed and removed with vibratory pile drivers only. Vibratory pile driving will be conducted following the U.S. Army Corps of Engineers "Proposed Procedures for Permitting Projects that will Not Adversely Effect Selected Listed Species in California".<sup>4</sup></li> </ul>	ACEA	Sound attenuation monitoring plan shall be approved by NMFS and submitted to the ERO prior to the start of construction; plan shall be implemented during construction	NMFS, CDFG, Port, Planning Department and ERO	Considered completed upon completion of AC34 construction activities

<sup>4</sup> NMFS, 2007a.

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<b>BIOLOGICAL RESOURCES: MARINE BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-11a: Impact Hammer Pile Driving Noise Reduction for Protection of Fish (cont.)</b></p> <ul style="list-style-type: none"> <li>All 72-inch steel pilings shall be installed with a vibratory pile driver to the deepest depth practicable. An impact pile driver may be used only where necessary to complete installation of the 72-inch steel pilings in accordance with seismic safety or other engineering criteria.</li> <li>All piling installation using impact hammers shall be conducted between June 1 and November 30, when the likelihood of sensitive fish species being present in the work area is minimal.</li> <li>If pile installation using impact hammers must occur at times other than the approved work window, the AC34 project sponsors shall obtain incidental take authorization from NMFS, and CDFG to address potential impacts on steelhead trout, chinook salmon, and Pacific herring and implement all requested actions to avoid impacts.</li> <li>The project sponsor shall develop a NMFS-approved sound attenuation monitoring plan prior to the start of construction. This plan shall provide detail on the sound attenuation system and the methods used to monitor and verify sound levels during pile driving activities. The sound monitoring results will be made available to NMFS.</li> <li>If exceedance of noise thresholds established and approved by NMFS occur, a contingency plan using bubble curtains or air barrier will be implemented to attenuate sound levels to below thresholds.</li> <li>The hammer will be cushioned using a 12-inch thick wood cushion block during all impact hammer pile driving operations.</li> </ul>				
<p><b>Mitigation Measure M-BI-11b: Pile Driving Noise Reduction for Protection of Marine Mammals</b></p> <p>As part of the NMFS-approved sound attenuation monitoring plan required in <b>Mitigation Measure M-BI-11a</b> (Impact Hammer Pile Driving Noise Reduction for Protection of Fish), the project sponsor shall take actions in addition to those listed in Mitigation Measure M-BI-11a to reduce the effect of underwater noise transmission on marine mammals. These actions shall include at a minimum:</p>	ACEA and biological monitor	Sound attenuation monitoring plan shall be approved by NMFS and submitted to the ERO prior to the start of construction; daily surveys shall be implemented during impact pile driving;	NMFS, CDFG, Port, Planning Department and ERO	Considered completed upon completion of AC34 pile-driving activities

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<i>America's Cup (cont.)</i>				
<ul style="list-style-type: none"> <li>• Establishment of a 1,600-foot (500-meter) safety zone that shall be maintained around the sound source, for the protection of marine mammals in the event that sound levels are unknown or cannot be adequately predicted.</li> <li>• Work activities shall be halted when a marine mammal enters the 1,600-foot (500-meter) safety zone and resume only after the animal has been gone from the area for a minimum of 15 minutes.</li> <li>• A "soft start" technique shall be employed in all pile driving to marine mammals an opportunity to vacate the area.</li> <li>• Maintain sound levels below 90 dBA in air when pinnipeds (seals and sea lions) are present.<sup>5</sup></li> </ul> <p>A NMFS-approved biological monitor will conduct daily surveys before and during impact hammer pile driving to inspect the work zone and adjacent Bay waters for marine mammals. The monitor will be present as specified by NMFS during the impact pile-driving phases of construction.</p>				
<p><b>Mitigation Measure M-BI-11c: Floating Dock Night Lighting</b></p> <p>The project sponsor shall install dock lighting on all temporary floating docks that minimizes artificial lighting of Bay waters by using shielded, low-mounted, and low light-intensity fixtures and bulbs.</p>	ACEA	Lighting specifications shall be provided to ERO prior to construction. Lighting shall be installed during construction	Port, Planning Department and ERO	Considered completed upon completion of lighting installation
<p><b>Mitigation Measure M-BI-12: Visiting Mariners Information</b></p> <p>The AC34 project sponsor shall prepare as part of their Water and Air Traffic Plan information for visiting mariners as well as procedures for the dissemination of this information to visiting boaters prior to or upon arrival to San Francisco Bay for the AC34 2012 and 2013 races. This information to be made available to visiting boaters shall include, but not be limited to, information educating boat owner/operators about sensitive habitats</p>	ACEA, ACRM, and OEWD	Mariners information prepared as part of the Water and Air Traffic Plan shall be prepared prior to June 2012 and submitted to ERO. The information shall be disseminated prior to	USCG, DBW, Regional Water Quality Control Board, Port, Planning Department and ERO	Considered completed upon completion of AC34 events

<sup>5</sup> NMFS (National Marine Fisheries Service). 2007. *op cit.*

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<b>BIOLOGICAL RESOURCES: MARINE BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-12: Visiting Mariners Information (cont.)</b></p> <p>and species in the Bay and actions they are required to implement to avoid impacts to marine resources. The plan shall also include information on how to employ environmentally sound boating practices and where to find environmental services to ensure clean boating habits. The plan shall identify marinas that are available for use by visiting mariners (e.g., marinas in San Francisco and Marin County) and provide information about the locations of environmental services that boaters in these marinas are most likely to need. Educational materials shall clearly address, in multiple languages, common sources of pollution from boats and marinas and relevant regulations and clean boating policies, and shall provide a succinct description of best management practices to prevent pollution from common sources including oil and fuel, sanitary waste, detergents, hazardous waste, and marine debris (including the use and proper disposal of oil adsorbents in power boat bilges).</p> <p>The visiting mariners information in the Water and Air Traffic Plan shall include details on how this information will be disseminated to visiting boaters, including but not limited to brochures, or pamphlets, or educational signs; AC34 websites; boating, cruising, and newspaper periodicals; social media; and area yacht clubs and marinas; and all AC34 mooring locations. Educational information shall be made available at waterway entry points such as boat launch ramps, marinas, yacht clubs, and ports, in partnership with appropriate agencies and where cooperation from boater facilities can be achieved. The plan shall be prepared soliciting input from and in cooperation with the National Marine Fisheries Service (NMFS), United States Coast Guard (USCG), California State Lands Commission, California Department of Fish and Game (CDFG), National Park Service (NPS), California Department of Parks and Recreation (CDPR), Bay Conservation and Development Commission (BCDC), State Water Resources Control Board, California Department of Boating and Waterways (DBW), the Port of San Francisco, San Francisco Estuary Partnership, and local organizations active in protecting Bay marine resources, and relevant industry stakeholders, including but not limited to California Harbormasters and Port Captains Association, Marine Recreation Association, Clean Marinas California Program, Recreational Boaters of California, the Pacific Inter-Club Yacht Association, boat</p>		and during all AC34 races		

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<b>BIOLOGICAL RESOURCES: MARINE BIOLOGICAL RESOURCES (cont.)</b>				
<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-12: Visiting Mariners Information (cont.)</b></p> <p>yard representatives, and local San Francisco Bay Area Yacht Clubs.</p> <p>Visiting Mariners Information contained within the Water and Air Traffic Plan shall include, but not be limited to the following items:</p> <ul style="list-style-type: none"> <li>• Information on the location of eelgrass beds in the Central Bay, especially Richardson Bay and adjacent to Angel, Alcatraz, and Treasure Islands and the importance of protecting and avoiding these sensitive habitats (e.g., by not anchoring in or transiting through them)</li> <li>• Information on where boaters may safely dock dinghies and vessel tenders when coming on shore</li> <li>• Information on proper and legal waste handling in the Bay and facilities for onshore disposal during the AC34 activities</li> <li>• Information on invasive species and their impact on Bay marine ecosystems and boaters as well as best management practices developed by the AC34 Invasive Species Task Force that boaters should implement to prevent the introduction or spread of invasive species into and out of the San Francisco Bay. These provisions will include but not be limited to pending and proposed regulations by state and federal agencies responsible for the control of invasive organisms and will incorporate established effective strategies such as "clean before you go."</li> <li>• Information on the Vessel Traffic Service for San Francisco Bay and changes that will be in place during AC34 races</li> <li>• Federal and state regulations prohibiting the harassment of marine mammals</li> </ul> <p>Information on any buffer zones established around Central Bay islands and other Bay locations to protect sensitive bird nesting sites</p>				

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-12: Visiting Mariners Information (cont.)</b></p> <ul style="list-style-type: none"> <li>• Materials produced by DBW that include information about onsite and nearby environmental services that support clean boating practices (such as the locations of sewage pumpouts, oil change facilities, used oil recycling centers, bilge pumpouts, absorbent pad distribution and spent pad collection, and boat-to-boat environmental services)</li> <li>• Information regarding the importance of keeping plastic out of Bay waters</li> <li>• Signage regarding locations of waste collection containers posted at and adjacent to temporary docks, berthing facilities, and areas used by moored spectator vessels (10 vessels or more) developed for the AC34 events</li> </ul> <p>Due to the extent of berthing, mooring, and marina facilities within the Bay shoreline, the Event Authority shall coordinate with other jurisdictions with respect to waste management at secondary viewing areas, such as (but not limited to) Treasure Island, Angel Island, Sausalito, Belvedere, and Tiburon. Coordination and outreach efforts with those jurisdictions would further minimize the potential for discards and pollution to enter Bay waters from private vessels. Additionally, the Event Authority could develop, as part of official AC34 event literature, maps of the marinas that show the locations of fuel docks, sewage pumpouts, portable toilets, dump stations, used oil collection services, bilge pumpouts, oil absorbent pad distribution and collection services, oil change services, solid waste recycling services, and other environmental services for boaters. The sources of information for literature and maps developed under this mitigation measure will include, as appropriate, information available through resources such as the San Francisco Estuary Partnership and California's Boating Clean and Green Campaign (including the San Francisco Bay Area Clean Boating Map) subject to agreement with the resources agencies and organizations providing input to the development of the outreach materials.</p>	<p>ACEA</p>	<p>Documentation of coordination, outreach, and outcomes shall be submitted to ERO prior to 2012 events</p>	<p>Planning Department and ERO</p>	<p>Considered completed upon completion of AC34 events</p>

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-BI-14: Restrictions on Low-Flying Aircraft</b></p> <p>As part of the Water and Air Traffic Plan, the project sponsor shall include instructions to AC34 contracted and race-affiliated helicopters that they maintain a minimum altitude of 1,000 feet above the water's surface when humpback whales are present within the race course. Upon takeoff at the auxiliary landing pad located, all helicopters shall be required to climb immediately to altitude and not fly low over the water if any seal or sea lions are present within 1,000 feet of the helipad. When landing, the helicopters shall approach the landing pad from as high an altitude as possible and limit their time at low altitudes over the water if seals or sea lions are present within 1,000 feet of the helipad.</p>	ACEA, ACRM, and OEWD	Plan shall be prepared prior to June 2012 and submitted to the ERO. Restrictions shall be in place for the duration of events	NPS, Planning Department and ERO	Considered completed upon completion of AC34 events
<p><b>Mitigation Measure M-BI-16: Invasive Marine Species Control</b></p> <p>The project sponsor shall develop and implement an Invasive Species Control Plan prior to commencement of any in-water work including piers, wharfs, bulkheads, pile driving, and installation of temporary structures. The plan shall be prepared in consultation with the United States Coast Guard (USCG), RWQCB, and the Port of San Francisco. Provisions of the plan shall include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Environmental training of construction personnel involved in the removal of pier pilings, temporary floating docks, piling suspended barges, and wave attenuators, to inform them about invasive marine species in San Francisco Bay that might be attached to removed structures</li> <li>• Actions to be taken to prevent the release and spread of marine invasive species, especially algal species such as Undaria and Sargasso</li> <li>• Procedures for the safe removal and disposal of any invasive taxa observed on the removed structures prior to disposal or reuse of pilings, docks, wave attenuators, and other features</li> <li>• The onsite presence of qualified marine biologists to assist the contractor in the identification and proper handling of any invasive species on removed Port equipment or materials</li> <li>• A post-construction report identifying what, if any, invasive species were found attached to removed equipment and materials and the treatment/handling of identified invasive species.</li> </ul>	ACEA, ACRM, and OEWD	Plan shall be prepared prior to construction. Plan, including documentation of consultation with relevant agencies, shall be provided to EIR prior to the 2012 events. The Plan shall be in place for duration of construction. Post-construction report shall be submitted to the ERO after construction	Regional Water Quality Control Board, Planning Department and ERO	Considered completed upon completion of AC34 construction

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<b>GEOLOGY AND SOILS MITIGATION MEASURES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-GE-2: Site-Specific Geotechnical Investigation</b></p> <p>The project sponsor shall conduct a site-specific geotechnical investigation for piers requiring upgrading under the direction of a geotechnical engineer prior to permitting any new construction or reuse that would increase the load of the structure. The investigation shall be performed to evaluate subsurface conditions and existing structural conditions at the site, and shall evaluate the potential for geological and seismic hazards including settlement, ground shaking, ground rupture, liquefaction, subsidence, slope stability, and lateral spreading. Recommendations shall be made regarding the pile and foundation requirements, seawall stability, seismic design, and mitigation of geologic hazards, and these recommendations shall be included in the project design, subject to the review and approval by the Port of San Francisco Chief Harbor Engineer to determine compliance with the Port of San Francisco Building Code.</p>	<p>ACEA and geotechnical engineer</p>	<p>Reports shall be reviewed by Port of San Francisco and submitted to the ERO prior to issuance of Port building permits</p>	<p>Port, Planning Department and ERO</p>	<p>Considered completed upon completion of construction</p>
<p><b>Mitigation Measure M-GE-6: Signage and Restricted Access at Structurally Unsound Viewing Locations</b></p> <p>The project sponsor shall ensure that adequate signage at, and shall control or restrict public access to, structurally unsound piers and wharfs including Torpedo Wharf at Crissy Field, the pier at Fort Mason west of the Municipal Pier, Municipal Pier at Aquatic Park, and other piers determined to be structurally unsound after site investigations during the AC34 events. Signage type and placement shall be coordinated with and approved by the appropriate land authority –NPS or San Francisco Recreation and Park Department. To inform the public, a sign shall be posted at each location informing the public of potential risks associated with use of the structures and prohibiting public access during the AC34 events. Gates or other methods of prohibiting access to structurally unsound viewing locations could be installed if existing facilities are not sufficient to block public access to structurally unsound viewing locations. See also Mitigation Measures M-BI-2 and M-BI-3 regarding signage for biological resources.</p>	<p>ACEA, OEWD, and Port</p>	<p>Approval of sign placement and type by NPS and Port shall be provided to ERO prior to 2012 events. Signs shall be in place, and gates installed, prior to AC34 events</p>	<p>NPS, Planning Department and ERO</p>	<p>Considered completed upon completion of AC34 events</p>

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<b>HYDROLOGY AND WATER QUALITY MITIGATION MEASURES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-HY-1: Water Quality Best Management Practices</b></p> <p>The project sponsor shall implement water quality best management practices (BMPs) to protect water quality as well as protected species and their habitat(s) from pollution due to fuels, oils, lubricants, and other harmful materials. BMPs for this proposed project shall follow those detailed in the San Francisco Department of Public Health Pollution Prevention Toolkit for Maritime Industries.<sup>6</sup> Vehicles and equipment that are used during the course of a proposed project shall be fueled and serviced in a manner that will not affect federally protected species in the project area or their habitats;</p> <ul style="list-style-type: none"> <li>• A Spill Prevention Control and Countermeasure (SPCC) Plan shall be prepared to address the emergency cleanup of any hazardous material and will be available on site. The SPCC shall include: <ul style="list-style-type: none"> <li>- Methods to address the emergency cleanup of any hazardous material and what materials will be available on site;</li> <li>- SPCC, hazardous waste, stormwater and other emergency planning requirements;</li> <li>- Measures to prevent spills into the Bay associated with in water fueling, if in water fueling is required on some of the construction barges. Such measures shall include; <ul style="list-style-type: none"> <li>▪ Secondary booms and/or pads, depending upon where fueling would take place on the vessel;</li> <li>▪ Secondary containment on the deck of the vessel to contain the petroleum product;</li> <li>▪ Specifying volume of petroleum products that will be on the vessel and evaluating the potential for spills. Absorbent and cleanup materials (such as oil sorbent boom, heavy oil pads, OilDry Absorbant Floor, etc) of sufficient quantity to clean up potential spill volume shall be provided; and</li> <li>▪ The locations of properly permitted offsite locations where vessels will be fueled;</li> </ul> </li> </ul> </li> </ul>	ACEA, ACRM, or contractor	SPCC and MMDP Plans shall be submitted to the SFDPH, Port of San Francisco, and the ERO prior to construction. Plans and measures shall be in place during construction	ACEA, ACRM, or contractor shall submit a Monitoring Report, detailing survey results and compliance with the specified measure, to SFDPH for approval after construction. Copies of the report shall be sent to the Port, Planning Department and ERO.	Considered complete upon agency receipt of SFDPH-approved Monitoring Report

<sup>6</sup> Virginia St. Dean, San Francisco Department of Public Health, *Pollution Prevention Toolkit for Maritime Industries*, prepared for: California Department of Toxic Substances Control Under Contract #08-T3625-A2, January 2011

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-HY-1: Water Quality Best Management Practices (cont.)</b></p> <ul style="list-style-type: none"> <li>• In addition, fueling of equipment shall occur using proper fuel transfer procedures as per U.S. Coast Guard regulations (33 CFR 156.120 and 33 CFR 155.320) and spill containment and the fueling location shall be inspected after fueling to document that no spills have occurred. Any spills shall be cleaned up immediately using spill response equipment as identified in the SPCC Plan.</li> <li>• In addition, fueling of equipment shall occur using proper fuel transfer procedures as per U.S. Coast Guard regulations (33 CFR 156.120 and 33 CFR 155.320) and spill containment and the fueling location shall be inspected after fueling to document that no spills have occurred. Any spills shall be cleaned up immediately using spill response equipment as identified in the SPCC Plan.</li> <li>• Well-maintained equipment shall be used to perform the construction work, and, except in the case of a failure or breakdown, equipment maintenance shall be performed off site. Equipment shall be inspected daily by the operator for leaks or spills. If leaks or spills are encountered, the source of the leak shall be identified, leaked material will be cleaned up, and the cleaning materials shall be collected and will be properly disposed;</li> <li>• The project sponsor shall exercise every reasonable precaution to protect listed species, their habitats, and Essential Fish Habitat from construction by-products and pollutants such as demolition debris, construction chemicals, fresh cement, saw-water, or other deleterious materials. Construction will be conducted from both land and water, and care shall be used by equipment operators to control debris so that it does not enter the Bay.</li> <li>• A Materials Management Disposal Plan (MMDP) shall be prepared to prevent any debris from falling into the Bay during construction to the maximum extent practicable. The measures identified in the MMDP shall be based on the Best Available Technology, and will include, but not be limited to, the following measures:</li> </ul>				

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<i>America's Cup (cont.)</i>				
<p><b>Mitigation Measure M-HY-1: Water Quality Best Management Practices (cont.)</b></p> <ul style="list-style-type: none"> <li>- During construction, the barges performing the work shall be moored in a position to capture and contain the debris generated during any sub-structure or in-water work. In the event that debris does reach the Bay, personnel in workboats within the work area shall immediately retrieve the debris for proper handling and disposal. All debris shall be disposed of at an authorized upland disposal site;</li> <li>- Measures to ensure that fresh cement or concrete shall not be allowed to enter San Francisco Bay. Construction waste shall be collected and transported to an authorized upland disposal area, and per federal, state, and local laws and regulations;</li> <li>- All hazardous material shall be stored upland in storage trailers and/or shipping containers designed to provide adequate containment. Short-term laydown of hazardous materials for immediate use shall be permitted with the same anti-spill precautions;</li> <li>- All construction material, wastes, debris, sediment, rubbish, trash, fencing, etc., shall be removed from the site once the proposed project is completed and transported to an authorized disposal area, in compliance with applicable federal, state, and local laws and regulations;</li> <li>- Construction material that could wash or blow away shall be covered every night and during any rainfall event (if there is one);</li> <li>- Construction crews shall reduce the amount of disturbance within the project site to the minimum necessary to accomplish the project; and</li> <li>- Measures to prevent saw water from entering the Bay.</li> </ul>				

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<b>HAZARDS AND HAZARDOUS MATERIALS MITIGATION MEASURES</b>				
<i>America's Cup</i>				
<p><b>Mitigation Measure M-HZ-3: Removal of Hazardous Building Materials</b></p> <p>The project sponsor shall ensure that any building planned for demolition or renovation is surveyed for hazardous building materials including PCB-containing electrical equipment, fluorescent light ballasts containing PCBs or DEHP, and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Old light ballasts that are removed during renovation shall be evaluated for the presence of PCBs. In the case where the presence of PCBs in the light ballast cannot be verified, the light ballast shall be assumed to contain PCBs and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.</p>	<p><b>Port</b></p>	<p>During construction</p>	<p>Contractor shall submit a Monitoring Report, detailing survey results and compliance with the specified measure, to SFDPH for approval after construction. Copies of the report shall be sent to the Planning Department and ERO</p>	<p>Considered complete upon agency receipt of SFDPH-approved Monitoring Report</p>

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