
CHAPTER 10 Mitigation Monitoring and Reporting Program

10.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Final Environmental Impact Report/Environmental Assessment (Final EIR/EA) for the 2006 South San Francisco Ferry Terminal Project (the proposed project), SCH No. 2004122091, dated April 2006, recommends that the San Francisco Bay Area Water Transit Authority (WTA) adopt a range of mitigation measures that will mitigate to the extent feasible the environmental effects that could result from the implementation of the proposed project.

Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code Section 21081.6. This document identifies mitigation measures (MMs) and project requirements (PRs) of the Final EIR/EA, as well as applicable mitigation measures from the 2003 PEIR (PEIR MMs) that are incorporated by reference for specific area impacts, and describes the process whereby the MMs, PRs and PEIR MMs would be monitored following certification of the Final EIR/EA and adoption of this Mitigation Monitoring and Reporting Program (MMRP) by the WTA.

10.1.1 PURPOSE

The purpose of the proposed South San Francisco Ferry Terminal Project Final EIR/EA MMRP is to ensure compliance with all mitigation measures to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project that were identified in the Final EIR/EA. Implementation of this MMRP shall be accomplished by the WTA. Project-specific mitigation measures will be implemented (1) as part of design development of the proposed project, (2) during proposed project construction, or (3) as part of proposed project operations.

10.1.2 RESPONSIBILITIES AND DUTIES

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible unit monitored the implementation of the measures. The responsible unit for determining compliance with all mitigation measures will be the WTA. Monitoring will consist of determining whether

- The specific issues identified in the mitigation measures were considered in the design development phase
- Construction contracts included the provisions specified in the mitigation measures
- The required actions specified in the mitigation measures occurred prior to or during construction
- Ongoing administrative activities included the provisions identified in the mitigation measures

Any concerns between monitors and construction personnel shall be addressed by the San Francisco Bay Area Water Transit Authority. The contractor shall prepare a construction schedule subject to review and approval by the WTA and the City of South San Francisco Building Department.

10.1.3 LIST OF MITIGATION MEASURES

All project-specific mitigation measures included in the Final EIR/EA for this proposed project would be monitored as described above. These measures are listed in Table 10-1.

The mitigation monitoring matrix on the following pages is formatted to parallel the format of the Executive Summary table contained in the Final EIR/EA. The matrix identifies the required mitigation measures, the time frame for monitoring, and the responsible monitoring agencies. In instances where the mitigation measure was incorporated from the 2003 PEIR, the incorporated mitigation measure(s) are listed at the end of the section.

Table 10-1 Mitigation Monitoring and Reporting Program Matrix

Impact	Mitigation Measure(s) or Project Requirements	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
BIOLOGICAL RESOURCES			
<p>Impact 3.1-3 The project would not alter or diminish designated critical habitat or eelgrass beds. However, it could result in the disturbance of native oyster beds.</p>	<p>MM 3.1-3(a): The FTA and WTA should collaborate with Save-the-Bay, UC Davis, and NOAA Fisheries to develop a native oyster survey protocol. Based on this protocol, FTA and WTA should conduct a survey of native oyster distribution at and near the project area during fall or summer months prior to ferry terminal construction and ferry operation. This survey should include the areas to be dredged for operational depth and the floating docks and pilings that will be removed. If no native oysters are found in any of these areas, then there is no impact and no further mitigation is required. If native oysters are observed, MM 3.1-3(b-d) shall be implemented.</p> <p>MM 3.1-3(b): If the survey conducted in MM 3.1-3(a) determines that oysters are present in the footprint of the area to be dredged for the ferry channel, within 53 feet adjacent to either side of the new ferry terminal, and/or on the underside of the floating docks that will be removed to complete the new ferry terminal, WTA should mitigate for the loss of native oysters with the placement of a NOAA Fisheries-approved substrate. Substrate should be placed in an area outside of direct impact by the project. NOAA Fisheries staff should be contacted to assist with substrate choice and site selection.</p> <p>MM 3.1-3(c): The FTA and WTA should collaborate with on-going oyster monitoring efforts in Oyster Point Marina with Save-the-Bay, Oyster Point Marina, and UC Davis to monitor subtidal oyster distribution, abundance, settlement, and functioning within Oyster Point Marina. Monitoring protocols should include water quality parameters, oyster density, and oyster settlement. NOAA Fisheries recommends monitoring occur on a monthly basis one year before the ferry project is in place (or as close to a year as possible) during the fall and winter months, and on a bi-monthly basis during spring and summer months in order to determine baseline conditions for live oysters at Oyster Point Marina. After the ferry project is in place, NOAA Fisheries recommends monitoring on a monthly basis during the fall and winter months, and on a bi-monthly basis during the spring and summer months for a one year period. Monitoring beyond the one-year pre-construction period and one year post-construction should continue for one additional year if adverse affects to live native oysters are discerned by NOAA Fisheries staff based on the results of the first 24 months of data.</p> <p>MM 3.1-3(d): The FTA and WTA should produce an annual report for NOAA Fisheries after a year of monitoring data has been collected. The report should include oyster</p>	<p>Prior to and during construction.</p> <p>During Ferry Terminal operations</p>	<p>Wta, Save-the-Bay, UC Davis and NOAA</p>

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<i>Impact</i>	<i>Mitigation Measure(s) or Project Requirements</i>	<i>Time Frame/ Monitoring Milestone</i>	<i>Responsible Monitoring Party</i>
	monitoring data and analysis of the effects of dredging and scouring on oyster abundance, distribution, settlement, and functioning.		
<p>Impact 3.1-4 The project could result in reduction of wetland habitats subject to the USACE or BCDC's jurisdiction.</p>	<p>MM 3.1-4(a) A wetland specialist shall prepare an application for fill of waters subject to the USACE and BCDC's jurisdiction that would result from construction of the ferry dock and upland facilities. The preferred first step in this process is a pre-application meeting with the applicant and the respective permitting agencies. At this meeting the project can be presented and the appropriate permitting vehicle recommended by the agencies.</p> <p>MM 3.1-4(b) Depending on the results of the pre-application meeting, it may be necessary to develop a comprehensive wetland restoration plan to offset impacts to these resources. Restoration could include on- or off-site enhancement of wetlands, contribution of funds to a local mitigation bank, or restoration of existing yet relatively poor quality wetlands. The USACE goal is to permit no net loss of functions and values of wetland habitat. The replacement ratio of wetland acreage required to achieve this goal is a minimum of 1(new):1(old) but could be higher.</p> <p>MM 3.1-4(c) Dredging permits shall be obtained from the USACE's DMMO and BCDC as required. Testing of the sediment shall be conducted as required by the DMMO and all dredge materials disposed of accordingly. According to the DMMO dredging cannot occur between December 1 and the end of February to protect aquatic resources without a waiver from CDFG (USACE 2004).</p>	Prior to construction	San Francisco Bay Conservation and Development Commission / United States Army Corps of Engineers
<p>Impact 3.1-5 The project could cause the introduction of or substantially contribute to the spread of invasive nonnative species.</p>	<p>MM 3.1-5 To prevent further introductions of nonnative cordgrass into the Oyster Point Marina Park (Marina) or the unintentional distribution of cordgrass into other areas of the Bay, all construction equipment, vehicles, and tools shall be thoroughly cleaned before being allowed to enter or leave the project area. Cleaning shall remove all soils, seeds, and plant material. If necessary, coordination with the San Francisco Estuary Institute's Invasive Spartina Project (www.spartina.org) shall occur to determine the most efficient method to prevent an unwanted introduction.</p>	During construction	WTA and building contractor
<p>Impact 3.1-6 Construction and operation of the project would not substantially interfere with the movement of resident or migratory animals.</p>	See below.	During construction During operation	WTA, construction contractor and ferry operator

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<p>Impact 3.1-8 Construction of the floating dock would require installation of between 20 and 60 piles. Installation of these piles would require use of some sort of hammer. This could create sound waves in excess of the criterion presented above and have an effect on fish and marine mammals.</p>	<p>MM 3.1-8: The WTA shall monitor site-specific conditions during pile driving to ensure that aquatic species would not be impacted and that sound pressure measured outside of the Marina during pile driving would not exceed the 180 dB threshold.</p> <ul style="list-style-type: none"> ▪ Measures could include the following: ▪ When creating the final dock design, use fewer or smaller piles and preferably solid piles. ▪ Drive piles with a vibratory device instead of an impact hammer if possible. ▪ Utilize a cushioning block between the hammer head and pile. ▪ Only drive piles during periods of minimal current (slack tide). ▪ If marine mammals are observed within 1,000 feet of the project, allow them to completely exit the project area before pile driving resumes. ▪ Restrict pile driving to the June 1 to November 30 work window as recommended by NOAA Fisheries to protect herring and salmonids. Depending on the pile specifics (material, size, hammer, etc) it may be necessary to restrict pile driving to periods of low tide to minimize the in-water portion of the pile and therefore the sound created. ▪ If steel piles must be installed with an impact hammer, install an air barrier between the pile and the surrounding water. This approach effectively disrupts the sound pressure as it travels from water to air then back to water. One way to do this is encase the new piles within a slightly larger hollow pile and pump air into the gap. Alternatively, bubble curtains created by pipes placed on the Marina seabed where the pile enters the ground also effectively disrupt pressure waves. ▪ If an impact hammer is used to install the steel piles, a qualified biologist shall monitor pile driving to ensure that the air curtain is functioning properly and project-generated sound waves do not exceed the established threshold. 	<p>During construction</p>	<p>WTA and construction contractor</p>
<p>Incorporated PEIR Mitigation Measures</p>	<p>B-7.1 Implement Mitigation Measures D-4.1 and D-4.2 (see Water Resources).</p> <p>B-8.1 Avoid dredging in known herring spawning grounds during spawning season. If dredging must occur during this period, monitors would be necessary, and activities might be halted.</p> <p>B-8.2 Use silt curtains while dredging to reduce turbidity, on a site-by-site basis.</p> <p>B-10.1 Implement Mitigation Measures B-1.1 and B 3.1 through B-3.3:</p> <ul style="list-style-type: none"> ▪ B-1.1 Habitat mitigation and restoration sites have been regionally identified. Wetland impacts and specific mitigation measures will be further developed for 		

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<i>Impact</i>	<i>Mitigation Measure(s) or Project Requirements</i>	<i>Time Frame/ Monitoring Milestone</i>	<i>Responsible Monitoring Party</i>
	<p>specific projects.</p> <ul style="list-style-type: none"> ▪ B-3.1 Disturbance of eelgrass beds and mudflats should be avoided in the design of project features and routes ▪ B-3.2 Define specific areas of eelgrass beds and mudflats. If unavoidable, provide enhanced functions and values at equivalent sites. ▪ B-3.3 Avoid indirect impacts through the use of silt curtains or methods to protect from disturbance. <p>B-14.1 Apply recommended NMFS distance guidance for avoidance of sites.</p> <p>B-15.1 Ferry operators should be aware of potential for whales and familiar with spotting whales at the surface. Operators should receive whale sighting reports and exercise due diligence. WTA should implement a program of informing captains of sightings, and reminders made during seasonal presence. Dedicated lookouts could be warranted.</p> <p>B-15.2 Ferries could be equipped with whale-detection systems.</p> <p>B-17.1 Implement Mitigations W-1.1 and W-1.2:</p> <ul style="list-style-type: none"> ▪ W-1.1 Adopt measures for construction to prevent, minimize, and clean up spills and leaks. Require containment measures for equipment that could potentially release fuels ▪ W-1.2 Design new terminals to control storm water runoff and discharge. Develop and apply BMPs. <p>B-18.1 Implement Mitigations D-2.1 through D-2.2:</p> <ul style="list-style-type: none"> ▪ D-2.1 Sample potential dredge locations and test for contamination. Minimize dredging. Develop and require specifications and allocation responsibility to the entities implementing new dredging to adopt the techniques and Best Management Practices (BMPs). Comply with DMMO and RWQCB directives. ▪ D-2.2 Identify category of suitability for aquatic disposal based on sediment testing. Allocate materials to appropriate disposal or reuse sites in order to obtain dredging permits. <p>B-19.1 Implement Mitigations W-3.1 through W-3.3:</p> <ul style="list-style-type: none"> ▪ W-3.1 Incorporate safety issues identified by the Harbor Safety Committee into the annual review of the Harbor Safety Plan. ▪ W-3.2 Assist or prompt ferry operators to update contingency plans and reviews of emergency response services. Review contingency plans, conduct drill exercises, 		

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	and review emergency response agreements. Review spill response equipment availability. <ul style="list-style-type: none"> ▪ W-3.3 Develop a program for training on fueling methods to minimize spills. B-20.1 Refer to potential impacts and mitigations under Section 3.3, Wake Analysis (See Water Resources).		
WATER RESOURCES			
Impact 3.2-4 Implementation of the project would increase vessel traffic, and would result in potentially significant affects on navigation safety.	MM 3.2-4(a) Upon permit approval of new ferry service and prior to commencement of new service, the WTA shall ensure that the following actions to mitigate navigational safety concerns occur (Johnson 2005): <ul style="list-style-type: none"> ▪ The breakwater entrance shall be modified to increase vessel visibility during ingress and egress from the Marina by water. Current breakwater design does not allow for direct visual contact of vessel traffic except at the breakwater opening. ▪ Signage shall be placed on the breakwater and at key access points to instruct boaters of the potential traffic concerns and wake restrictions. Final wording and locations of signs have not been determined at the time of this EIR/EA. ▪ A boating safety and vessel traffic brochure shall be included in all new Marina tenant handouts. The brochures shall also be posted and distributed at the launch ramp. ▪ During the initial startup of ferry service and on a regular basis during the most active boating seasons, WTA staff shall enter into public outreach educational programs on the facilities. These outreach programs shall target the active boating public and, specifically, Oyster Point Marina Park (Marina) users. MM 3.2-4(b) The WTA shall ensure that before commencement of ferry operations, monitoring of wave conditions shall be performed to verify adequate design performance and navigation safety within the entrance to the Marina.	Prior to commencement of new service.	WTA and SMCHD
Impact 3.2-12 Implementation of the project would increase the exposure to humans and structures to flood hazards.	MM 3.2-12 The WTA shall comply with Municipal Code flood damage prevention construction standards to minimize damage to development along the Marina shoreline during extreme high tide and storm events.	During construction	WTA and construction contractor
Impact 3.2-13 Implementation of the project would increase the presence of ferries and the likelihood of fuel discharges at the project site.	MM 3.2-13 WTA shall prepare a fuel spill prevention and safety plan to reduce the potential for impacts to water resources resulting from implementation of ferry operations at the Marina. The plan shall be updated annually and as necessary (i.e., following a spill event).	During Ferry Terminal operations	WTA

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<p>Incorporated PEIR Mitigation Measures</p>	<p>D-1.1 Consult with DMMO and associated permitting agencies to identify opportunities for reuse or disposal of materials.</p> <p>D-4.1 (D-2.1) Use dredge types and techniques described in Mitigation D-2.1. Use BMPs (such as silt curtains) and appropriate dredging techniques in accordance with DMMO recommendations.</p> <p>D-4.2 In consultation with resource agencies, identify suitable practices such as use of physical barriers and/or restriction of dredging in shallow waters to certain seasonal periods.</p> <p>NAV-3.1 Work with Harbor Safety Committees and potentially fund or sponsor new education and advisory training programs regarding boater safety.</p> <p>NAV-3.2 Designate ferry employees to stand watch for navigational hazards.</p> <p>WW-3.1 Conduct habitat surveys of shoreline within 50 m of the marshland edge along proposed routes. If habitat is potential nesting habitat, perform site specific measurements of wake attenuation. For nesting sites or suitable nesting habitat more than 50 m from the edge of a marshland, no specific impacts or need for mitigation are anticipated.</p> <p>WW-3.2 Use existing low-wake vessel technology to reduce both the total wake wash energy and height of individual waves.</p> <p>WW-3.3 Adjust routes to redirect energy away from sensitive habitat or to reduce or eliminate increased wake energy.</p> <p>WW-3.4 Adjust operations (e.g., slow vessel near sensitive areas).</p> <p>WW-3.4 (B-14.1 Apply recommended NMFS distance guidance for avoidance of sites.)</p>		
<p>AIR QUALITY AND HEALTH RISK</p>			
<p>Impact 3.3-1 Construction-related activities associated with the project would result in emissions of fugitive dust, ROG, NO_x, CO, SO₂, and PM₁₀.</p>	<p>See PEIR Mitigation Measures.</p> <p>MM 3.3-1(a) The project developer shall require by contract specification that no more than 2 pieces of equipment shall be operated simultaneously within 1000 feet of sensitive receptors.</p> <p>MM 3.3-1(b) The project developer shall require by contract specification that construction equipment be retrofitted with diesel particulate filters or diesel oxidation catalysts where suitable.</p>	<p>Prior to construction</p> <p>During construction</p>	<p>WTA and construction contractor</p>

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<p>Incorporated PEIR Mitigation Measures</p>	<p>A-2.1 Cold-start emissions could be reduced by encouraging non-drive access at the ferry terminals. Techniques for encouraging non-drive access include fees for parking, provision of preferential parking for carpools and vanpools, comprehensive shuttle access, land use scenarios that encourage non-drive access, and encouraging bicycle and pedestrian access.</p> <p>A-4.1 Use of a fuel technology that lowers SO₂ emissions would reduce sulfate emissions and subsequent deposition.</p> <p>A-5.1 The BAAQMD CEQA Guidelines contain a list of mitigation measures to control fugitive dust emissions from construction activities. These measures include activities such as watering and covering exposed soil surfaces to minimize dust emissions.</p> <p>A-5.2 Measures to reduce emissions from vehicles and heavy equipment could include (1) Use alternative fuel construction equipment when possible; (2) Minimize idling time, for example, 5-minute maximum; (3) Properly maintain equipment; and (4) Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.</p> <p>A-6.1 Locate engine exhaust pipes at least 20 feet above the waterline.</p>		
NOISE AND VIBRATION			
<p>Impact 3.4-2 Implementation of the project would not result in noise that would be above the standards established in the noise ordinance and would not expose live-aboard residents to levels above the standards.</p>	<p>See PEIR Mitigation Measures.</p>	<p>During operation of the Ferry Terminal</p>	<p>WTA</p>

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<p>Impact 3.4-5 Implementation of the project would cause substantial temporary increases in ambient noise in the project vicinity during project construction.</p>	<p>MM 3.4-5(a) Notification of nearby property owners and Marina residents of project construction before construction begins. A notification packet will be sent to property owners identifying intended construction schedule, duration of noise-generating construction activities, and a telephone number hotline to use for communicating noise complaints.</p> <p>MM 3.4-5(b) Use appropriate sound-control devices on construction equipment no less effective than those provided by the manufacturer. All equipment will be maintained to minimize noise generation and no equipment will have unmuffled exhausts.</p> <p>MM 3.4-5(c) To minimize effects of pile driving on nearby residents, WTA will restrict pile driving to between the hours of 8:00 A.M. and 5:00 P.M. to ensure that driving occurs when residents are more likely to be away from home or able to leave if necessary to avoid noise effects.</p> <p>MM 3.4-5(d) The WTA will ensure the contractor will use the best available technology to minimize noise from pile driving.</p>	<p>Prior to and during construction</p>	<p>WTA and construction contractor</p>
<p>Impact 3.4-8 Implementation of the project would potentially expose aquatic wildlife to underwater sound pressure levels at or above 160 dB during construction of the terminal.</p>	<p>MM 3.1-8 (See Biological Resources)</p>		
<p>Incorporated PEIR Mitigation Measures</p>	<p>NOI-2.1 Maintain the operation of the fleet below the SEL levels calculated above would keep noise impacts below the significance thresholds. To achieve lower overall noise levels, reduce noise output from individual vessels through design measures, reduce number of overall trips per day, reduce trip frequency at noise sensitive evening hours, and restrict operations near sensitive areas.</p> <p>NOI-4.1 There are existing NMFS requirements for avoidance of marine mammals. Consultation with resource agencies would identify any needs for additional measures for site specific projects.</p>	<p>During operation</p>	<p>WTA and Fleet operator</p>
GEOLOGY AND SOILS			
<p>No impacts regarding Geology and Soils</p>	<p>No mitigation required.</p>		

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Impact	Mitigation Measure(s) or Project Requirements	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
HAZARDS AND HAZARDOUS MATERIALS			
<p>Impact 3.6-2 Implementation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>PR 3.6A The WTA shall submit a development proposal to the RWQCB in accordance with order No. 00-046 issued June 21, 2000. The order imposes new closure and post-closure requirements on the City of South San Francisco as part of future development.</p> <p>PR 3.6B The project shall be designed in accordance with guidelines set forth in the Post-Closure Development Standards Report as well as applicable local, state, and federal requirements.</p>	Prior to construction	WTA
<p>Impact 3.6-3 Implementation of the proposed project could expose people to contaminants in the soil, groundwater, or structures.</p>	<p>MM 3.6-3(a) Prior to issuance of building permits, the WTA shall perform an assessment of potential excess loading of the waste and infiltration reduction to ensure that problematic increases in leachate levels do not occur.</p> <p>MM 3.6-3(b) The WTA shall be responsible for obtaining focused soil gas sampling in areas that are to be disturbed during construction of the proposed project and structural gas control measures will be required to prevent accumulation of potentially explosive concentrations in structures and migration of methane gas to the adjacent property.</p>	Prior to construction	WTA
ENERGY			
Impacts regarding Energy	No mitigation is required.		
TRANSPORTATION AND CIRCULATION			
<p>Impact 3.8-9 The project would create additional parking demand at the East Bay ferry terminal sites. Existing ferry parking supply in some of the East Bay ferry terminal locations appears to be inadequate to serve the proposed ferry service, and the project would impact East Bay ferry terminal parking demand.</p>	See PEIR Mitigation Measures below.	Prior to operation of Ferry Terminal	WTA

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Incorporated PEIR Mitigation Measures	<p>T-2.1 The project proponent(s) and ferry terminal authorities, in conjunction with local and regional transit agencies, shall study and develop terminal-specific plans to ensure that potential driving ferry patrons can be adequately served by transit in locations with limited parking and currently insufficient transit access.</p> <p>T-2.2 Non-drive access could be encouraged through measures such as charging fees for parking, provision of preferential parking for carpools and vanpools, comprehensive shuttle access, land use scenarios that encourage non-drive access, and encouraging bicycle and pedestrian access.</p>	Prior to operation of Ferry Terminal	WTA
LAND USE, PLANS, AND POLICIES			
No Impacts regarding Land Use, Plans and Policies	No mitigation required.		
AESTHETICS AND VISUAL RESOURCES			
Impact 3.10-2 Implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	MM 3.10-1 During construction, the project contractor shall ensure collection of all construction debris along with daily disposal, or, if daily disposal is not practical, visually screen the debris from public view. The construction site shall be left in a clean, orderly condition at the end of each work day.	During construction	WTA and construction contractor
Impact 3.10-4 Implementation of the proposed project could create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	See PEIR Mitigation Measures.	Prior to operation of Ferry Terminal.	WTA and SMCHD
Incorporated PEIR Mitigation Measures	<p>V-1.1 When possible, the following should be included in ferry terminal design:</p> <ul style="list-style-type: none"> ▪ Locate terminal facilities so as not to obstruct or detract from views of the Bay from nearby public thoroughfares; ▪ Design terminal facilities to provide new or enhanced point access areas or view platforms and walkways; and ▪ Design and site terminals so as to maintain and enhance the visual quality of the shoreline and visual public access to the Bay. <p>V-1.2 WTA-established Intermodal and Architectural Guidelines should be considered for the planning and design of new and enhanced ferry terminals (WTA 2002). Design objectives should focus on use by pedestrians, bicycles and other transit modes.</p> <p>V-5.1 Ferry Terminal designs will require site specific lighting plans. Outdoor lighting design and placement should be directed to the specific location to be shielded.</p>	Prior to operation of Ferry Terminal.	WTA and SMCHD

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CULTURAL RESOURCES			
<p>Impact 3.11-2 Implementation of the project could affect the significance of a previously unidentified archaeological resource as defined in 36 CFR 800, CEQA Section 15064.5, and PRC Section 21083.2.</p>	<p>MM 3.11-2 A qualified archaeologist approved by the WTA shall first determine whether a previously unidentified archaeological resource uncovered during construction is a “unique archaeological resource” under 36 CFR 800, CEQA Section 15064.5, and/or Public Resources Code Section 21083.2. If the archaeological resource is determined to be a “unique archaeological resource,” the archaeologist shall formulate a mitigation plan that satisfies the requirements of, 36 CFR 800, CEQA Section 15064.5, and/or Public Resources Code 21083.2. Work in the vicinity of the find may resume at the completion of a mitigation plan or recovery of the resource.</p> <p>If the archaeologist determines that the archaeological resource is not a unique archaeological resource, work will resume, and the archaeologist may record the site and submit the recordation form to the California Historic Resources Information System Northwest Information Center.</p> <p>The archaeologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the City and to the California Historic Resources Information System Northwest Information Center.</p>	During construction	WTA, construction contractor and qualified archaeologist
<p>Impact 3.11-4 Implementation of the project could disturb unknown human remains, including those interred outside of formal cemeteries as defined in 36 CFR 800, CEQA Section 15064.5 and/or PRC Section 5097.98.</p>	<p>MM 3.11-4 In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of 100 feet of the find shall halt immediately, the area of the find shall be protected, and the WTA immediately shall notify the San Mateo County Coroner of the find and comply with the provisions of PRC Section 5097 with respect to Native American involvement, burial treatment, and re-burial, if necessary. Work may resume once the area is protected or the body is removed.</p>	During construction	WTA and SMCHD
<p>Incorporated PEIR Mitigation Measures</p>	<p>CUL-2.1 Implement Mitigation Measure CUL-1.1 (1.1 Site-specific projects would have to be evaluated for presence and significance of resources, and avoidance procedures in compliance with established procedures. Identified resources that cannot be avoided would be subject to further recordation and/or data recovery)</p> <p>CUL 2.2 Avoid the disposal site.</p> <p>CUL-4.1 Implement Mitigation Measure CUL 1.1.</p>	During construction	WTA

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SECTION 4(F) EVALUATION (NEPA)			
Would there be temporary use of the Bay Trail right-of-way during construction?	MM 3.4-5(a-d) (see Noise and Vibration) and MM 3.10-1 (see Aesthetics and Visual Resources).		
Would there be improvements that would be located directly adjacent to the Bay Trail causing construction related effects? Would the new ferry service result in new operational effects?	MM 3.4-5(a-d) (see Noise and Vibration) and MM 3.10-1 (see Aesthetics and Visual Resources).		
ENVIRONMENTAL JUSTICE (NEPA)			
No impacts regarding Environmental Justice	No mitigation identified.		
POPULATION, EMPLOYMENT, AND HOUSING, INCLUDING GROWTH INDUCEMENT			
No impacts associated with Population, Employment and Housing, including Growth Inducement	No mitigation is required.		
PUBLIC SERVICES AND UTILITIES			
Impact 3.15-2 The project would not result in the alteration of existing fire protection facilities or require the construction of new fire protection facilities resulting from the SSFFD's inability to maintain acceptable service ratios, response times, or other performance objectives.	MM 3.15-2 The WTA shall create an Emergency Response Plan (e.g., USCG VMAP and Regional Maritime Contingency Plan) for emergencies on the water. Specifically, the WTA shall collaborate with the SSFFD, U.S. Coast Guard, Harbormaster, and the SFO Fire Marshal to create an emergency response plan for implementation in the event a water-based emergency were to occur during project operations. The Emergency Response Plan shall include, but not be limited to, the identification of appropriate agencies and their associated responsibilities during a water-based emergency; standard operational procedures to detail how their assigned responsibilities will be performed to support implementation of the plan; circumstances under which emergency authorities would become effective; arrangements for the provision of direction and control during an emergency; and participation of the SSFFD in the U.S. Coast Guard VMAP annual training and exercise program. In addition, the Marine Exchange Program can notify tugboats to respond to emergencies.	Prior to Ferry Terminal operation.	WTA
	MM 3.15-3 WTA would participate in required joint fire drills including testing of landside facilities within the Marina.	During operation	WTA and South San Francisco Fire Department