

**RESOLUTION NO. 72-2010**

*Adopted June 3, 2010*

**COMMENDING THE HUNTERS POINT SHIPYARD CITIZENS  
ADVISORY COMMITTEE AND EXPRESSING THE INTENTION OF  
THE AGENCY TO CONSULT WITH THE COMMITTEE ON THE  
IMPLEMENTATION OF THE CANDLESTICK POINT - HUNTERS  
POINT SHIPYARD PHASE 2 PROJECT; HUNTERS POINT  
SHIPYARD REDEVELOPMENT PROJECT AREA**


**BASIS FOR RESOLUTION**

1. The Hunters Point Shipyard Citizens Advisory Committee (“CAC”) was established by the Mayor in 1993 to serve as an advisory body to the Redevelopment Agency of the City and County of San Francisco (“Agency”) in the planning for the development of the Hunters Point Shipyard. The members of the CAC serve at the pleasure of the Mayor.
2. The CAC has worked diligently for over 17 years to plan for the reuse and development of the Hunters Point Shipyard.
3. The CAC has worked for over three years with the Agency, the City, and members of the Bayview Hunters Point community to plan for the development of Candlestick Point and the Hunters Point Shipyard, and has substantially contributed to the planning for this development.
4. The Agency wishes to continue to consult with the CAC regarding the implementation of the Candlestick Point – Hunters Point Shipyard Phase 2 Project.

**RESOLUTION**

**ACCORDINGLY, IT IS RESOLVED** that the Redevelopment Agency of the City and County of San Francisco extends to the members of the Hunters Point Shipyard Citizens Advisory Committee its commendation and gratitude for their efforts in the planning of the Candlestick Point - Hunters Point Shipyard Phase 2 Project, and expresses its intention to continue to consult with the committee in the advisory capacity on the implementation of the project.

**APPROVED AS TO FORM:**

  
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James B. Morales  
Agency General Counsel

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Mitigation Measure	Responsibility for Implementation	Mitigation Timing	Enforcement Responsibility	Monitoring Responsibility	Monitoring Actions/ Verification of Compliance
<p>management practices to control turbidity. These include, but are not limited to, sediment curtains and tidal work windows.</p> <ul style="list-style-type: none"> <li>■ All construction equipment used in conjunction with in-water work (pipelines, barges, cranes, etc.) shall avoid wetlands, marshes, and areas of subaquatic vegetation (including eelgrass beds)</li> <li>■ Upland disposal options shall be considered for all spoils generated by on-site construction, especially if high levels of contaminants are present</li> <li>■ Maximize the use of clean dredged material for beneficial use opportunities, such as salt marsh restoration</li> <li>■ Use Best Management Practices (BMPs) for controlling pollution from marina operations, boatyards, and fueling facilities that meet, as applicable, the BMPs listed in the National Management Measures to Control Nonpoint Source Pollution from Marinas and Recreational Boating<sup>19</sup></li> </ul>	<p>Project Applicant</p>	<p>Seafloor Debris Minimization and Removal Plan to be prepared prior to initiation of in-water deconstruction or construction activities; implementation of the plan to occur during in-water deconstruction or construction activities</p>	<p>DBI/SFRA</p>	<p>DBI/SFRA</p>	<p>Approval of Seafloor Debris Minimization and Removal Plan; Construction Contractor to submit quarterly report of compliance activity, until deemed complete by SFRA.</p>
<p><b>MM BI-12b.2</b> <u>Deconstruction/Construction Debris Recovery.</u></p> <p>A Seafloor Debris Minimization and Removal Plan shall be prepared by the Project Applicant and approved by the City/Agency, prior to initiation of in-water deconstruction (dismantling) or construction activities. The Plan shall be implemented during in-water deconstruction or construction activities, and such activities shall be monitored by a qualified biologist who is experienced in construction monitoring (as approved by the City/Agency). The Seafloor Debris</p>					

<sup>19</sup> National Management Measures to Control Nonpoint Source Pollution from Marinas and Recreational Boating. EPA 841-B-01-005, November 2001.

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<i>Mitigation Measure</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Timing</i>	<i>Enforcement Responsibility</i>	<i>Monitoring Responsibility</i>	<i>Monitoring Actions/ Verification of Compliance</i>
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Minimization and Removal Plan shall include, at a minimum:

- Debris field boundaries associated with deconstruction activities
- Identification of measures taken to minimize the potential for debris to fall into aquatic habitats (i.e., the use of netting below in-water construction or deconstruction areas)
- Deconstruction equipment, tools, pipes, pilings, and other materials or debris that are inadvertently dropped into the Bay, along with their descriptions and locations
- Circumstances requiring immediate cessation of deconstruction activities and immediate initiation of search and recovery efforts, including procedures for implementing those recovery efforts
- How lost debris that is to be removed post-deconstruction is to be identified, who will be conducting search and recovery operations, and the survey methods to be employed to locate lost equipment and materials
- Criteria that will be used to:
  - Determine whether recovery efforts are appropriate for the object being recovered and do not result in potential environmental impairment greater than if the debris was allowed to remain in place
  - When sufficient effort has been expended to recover a lost object(s) with no success and continued efforts to recover the seafloor debris have diminishing potential for success and/or result in environmental impairment greater than leaving the debris in place
- Person(s) responsible for implementing the Plan and making the determination on the type

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Mitigation Measure	Responsibility for Implementation	Mitigation Timing	Enforcement Responsibility	Monitoring Responsibility	Monitoring Actions/ Verification of Compliance
<p>of recovery required</p> <ul style="list-style-type: none"> <li>■ How debris is to be disposed of or recycled</li> <li>■ Metrics for determining when recovery efforts will be considered complete</li> </ul>	Project Applicant	Following completion of all post deconstruction recovery efforts for seafloor debris	DBI/SFRA	DBI/SFRA	Receipt of report of recovery activities by DBI/SFRA
<p>Following completion of all post deconstruction recovery efforts for seafloor debris, a report shall be prepared by the Project Applicant and submitted to the City/Agency detailing, at a minimum, (1) recovery activities during deconstruction and post-deconstruction, (2) listings of all lost and recovered debris, (3) final disposition of recovered debris, and (4) discussion of what debris could not be recovered and why.</p>	Project Applicant	During construction activities	DBI/SFRA	DBI/SFRA	Construction Contractor to submit quarterly report of compliance activity, until deemed complete by SFRA.
<p><u>MM BI-14a Preservation and Replacement of Significant Trees, and Preservation and Planting of Street Trees.</u></p> <p>Construction activities outside of the Department of Public Works (DPW) jurisdiction could result in the disturbance or removal of a large number of trees. To minimize this impact, the following measures shall be implemented by the Project Applicant in these areas:</p> <ol style="list-style-type: none"> <li>1. Avoidance of the removal of trees that meet the size specifications of significant trees in the Public Works Code Article 16 shall occur to the maximum extent feasible, and any such trees that are removed shall be replaced at a minimum of 1:1 (1 impacted:1 replaced). The species used for replacement shall be consistent with DPW recommendations.</li> <li>2. Street trees shall be planted in all new development areas. The species, size, and locations shall be consistent with the requirements specified in Planning Code Section 143, including, but not limited to, the</li> </ol>	Project Applicant	During construction activities	DBI/SFRA	DBI/SFRA	Construction Contractor to submit quarterly report of compliance activity, until deemed complete by SFRA.

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<p>following:</p> <p>a) The street trees installed shall be a minimum of one 24-inch box tree for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Such trees shall be located either within a setback area on the lot or within the public right-of-way along such lot.</p> <p>b) The species of trees selected shall be suitable for the site, and, in the case of trees installed in the public right-of-way, the species and locations shall be subject to the approval by the DPW. Procedures and other requirements for the installation, maintenance, and protection of trees in the public right-of-way shall be as set forth in Public Works Code Article 16.</p>	Project Applicant	Prior to issuance of a demolition or building permit	Planning Dept/SFRA	Planning Dept/SFRA	Approval of a Tree Protection Plan
<p>3. If a significant tree or street tree will not be removed, but construction activities will occur within the dripline of such trees, a Tree Protection Plan shall be prepared by an International Society of Arboriculture (ISA) certified arborist, in accordance with the Urban Forestry Ordinance. This plan shall be submitted to the Planning Department for review and approval prior to issuance of a demolition or building permit. The Tree Protection Plan shall include measures to protect all parts of a tree from disturbance during construction, and may include the following:</p> <p>a) A site plan with tree species, trunk location, trunk diameter at breast height, and the canopy dripline area within development</p>	Project Applicant	Prior to issuance of a demolition or building permit	Planning Dept/SFRA	Planning Dept/SFRA	Approval of a Tree Protection Plan

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b) The use of protective fencing to establish an area to be left undisturbed during construction c) Protection specifications, including construction specifications such as boring instead of trenching for utility lines, or tree specifications such as drainage, fertilization, or irrigation measures d) Pruning specifications, if needed, to preserve the health of the tree and allow construction to proceed					
<b>MM BI-18b.1 Maintenance Dredging and Turbidity Minimization Measures for the Operation of the Marina.</b>					
Maintenance dredging for the marina could remove or generate sediment plumes that could impact special-status species, their habitats, and Essential Fish Habitat (EFH). To minimize this effect, the following measures shall be implemented by the Project Applicant:					
1. Conduct a detailed survey for native oysters in all suitable substrates within the marina, which includes the area between the land and breakwaters, after construction of the new breakwaters. This survey shall be conducted by a qualified oyster biologist at low tides that expose the maximum amount of substrate possible. Surveys can be conducted at any time of year, but late summer and early fall are optimal because newly settled oysters are detectable. This survey shall occur before any construction within the proposed marina location takes place to establish a baseline condition. If few or no oysters are observed on hard substrates that would remain in place after dredging, no further mitigation is required.	Project Applicant	Prior to in-water dredging activities, and at low tides preferably in late summer or early fall	NMFS	SFRA, in consultation with NMFS, as necessary	Approval by NMFS of Survey for native oysters

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2. If oysters are found at densities at or above 90 oysters per square meter <sup>20</sup> on suitable oyster-settlement substrates that would be removed or in areas where dredging sediment could settle out onto the oysters, a detailed sediment plume modeling study of the proposed marina operation shall be conducted to determine if the operations and maintenance of the marina would generate a substantial plume of sediment. This model shall include the local bathymetry and sediment information, tidal data, and detailed marina information (number and types of boats, etc). The model shall be prepared by a qualified harbor engineer (as approved by the City/Agency) with direct experience in this type of work within San Francisco Bay, prior to issuance of any permits for the construction of features directly associated with the marina. A report documenting modeling methods, input data, assumptions, results, and implications for increased rates of sedimentation shall be prepared and provided to NMFS during the USACE-directed Section 7 and EFH consultation for the marina. If the model demonstrates minimal sediment resuspension that would settle out before reaching sensitive habitats, no further mitigation is required.	Project Applicant	Prior to issuance of any permits for construction of marina structures	USACE; NMFS	SFRA, in consultation with NMFS and USACE, as necessary	Submittal of a detailed sediment plume modeling study to NMFS
3. If the sediment plume reaches sensitive shoreline habitats (substrates that support native oysters), compensatory mitigation shall be provided by the Project Applicant at a ratio recommended by NMFS for the type of habitat adversely affected. The Project Applicant shall	Project Applicant	Prior to issuance of any permits for construction of marina structures	NMFS	SFRA, in consultation with NMFS, as necessary	Development and approval of an Oyster Restoration Plan

<sup>20</sup> MACTEC Engineering and Consulting, Inc. 2008. *Oyster Point Marina Olympia Oyster Surveys Pre- and Post-Dredging February 2008, Oyster Point Marina, South San Francisco, California*. Prepared for PBS&J; Obernolte. 2009. Personal communication between MACTEC and PBS&J.

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retain a qualified oyster biologist (as approved by the City/Agency) to develop an Oyster Restoration Plan that shall be reviewed and approved by the City/Agency. This Plan shall include site selection, substrate installation, and monitoring procedures, and include the following components (unless otherwise modified by NMFS):

- A suitable site for installation of replacement substrate would be one with adequate daily tidal flow, a location that would not be affected by maintenance dredging or other routine marina maintenance activities, and one that is lacking in appropriate settlement substrate. A location outside of the new breakwaters or in association with any eelgrass mitigation sites would be appropriate.
- Although oysters would settle on a variety of materials, the most appropriate for restoration purposes is oyster shell. This is typically installed by placing the shell into mesh bags that can then be placed in piles on the seafloor of the mitigation site. Enough shell shall be installed under the guidance of a qualified oyster biologist to make up for the loss attributable to the Project. Mitigation shall occur after construction of all in-water elements of the Project within HPS Phase II.

The restoration site shall be monitored on a regular basis by a qualified oyster biologist for a minimum of two years, or until success criteria are achieved if they are not achieved within two years. Monitoring shall involve routine checks (bi-monthly

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<p>during the winter and monthly during the spring and summer) to evaluate settlement, growth, and survival on the mitigation site. Success shall be determined to have been achieved when settlement and survival rates for oysters are not statistically significantly different between the mitigation site and either populations being impacted (if data are available) or nearby established populations (i.e., Oyster Point Marina).</p>					
<p><b>MM BI-18b.2</b> <u>Implement BMPs to Reduce Impacts of Dredging To Water Quality.</u></p>	Project Applicant	During dredging or construction activities	USACE, BCDC, SFRWQCB	SFRA, in consultation with regulatory agencies, as necessary	Construction Contractor to submit quarterly report of compliance activity, until deemed complete by SFRA.
<p>BMPs established in Appendix I of the Long-Term Management Strategy (LTMS) for management of disposal of dredge material in San Francisco Bay are designed specifically to minimize spread of contaminants Long-Term Management Strategy (LTMS) outside of dredge areas. All of these elements of the LTMS shall be applied to any proposed dredging or construction activities associated with the Project unless otherwise modified by the USACE, BCDC, or SFRWQCB in permit conditions associated with the proposed dredging activities associated with this Project (same as MM BI-19b.2).</p>					
<p><b>MM BI-19b.1</b> <u>Work Windows to Reduce Maintenance Dredging Impacts to Fish during Operation of the Marina.</u> According to the Long-Term Management Strategy (LTMS), dredging Projects that occur during the designated work windows do not need to consult with NMFS under the federal <i>Endangered Species Act</i> (FESA).<sup>21</sup> The window in which dredging is allowed for the protection of steelhead in the central Bay is June 1</p>	Project Applicant	Dredging activities may not occur between March 1 <sup>st</sup> and November 30 <sup>th</sup>	NMFS	SFRA, in consultation with NMFS, as necessary	Construction Contractor to submit quarterly report of compliance activity, until deemed complete by SFRA.

<sup>21</sup> US Army Corps of Engineers, US Environmental Protection Agency, San Francisco Bay Conservation and Implementation Commission, and San Francisco Bay Regional Water Quality Control Board. Long-term Management Strategy for the Placement of Dredge Material in the San Francisco Bay, Management Plan 2001.

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<p>to November 30. The spawning season for the Pacific herring is March 1 to November 30.<sup>22</sup> Therefore, the window that shall be applied to minimize impacts to sensitive fish species (during which dredging activities cannot occur) is March 1 to November 30.</p>					
<p><b>MM BI-19b.2</b> <u>Implement BMPs to Reduce Impacts of Dredging To Water Quality.</u> BMPs established in Appendix I of the Long-Term Management Strategy (LTMS) are designed specifically to minimize spread of contaminants outside of dredge areas. All of these elements of the LTMS shall be applied to any proposed dredging or construction activities associated with the Project unless otherwise modified by the USACE, BCDC, or the San Francisco Bay Regional Water Quality Control Board in permit conditions associated with the proposed dredging activities associated with this Project (same as MM BI-18b.2).</p>	Project Applicant	During dredging or construction activities	USACE, BCDC, SFRWQCB	SFRA, in consultation with regulatory agencies, as necessary	Construction Contractor to submit quarterly report of compliance activity, until deemed complete by SFRA.
<p><b>MM BI-20a.1</b> <u>Lighting Measures to Reduce Impacts to Birds.</u> During design of any building greater than 100 feet tall, the Project Applicant and architect shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues (as approved by the City/Agency) to identify lighting-related measures to minimize the effects of the building's lighting on birds. Such measures, which may include the following and/or other measures, will be incorporated into the building's design and operation.</p> <ul style="list-style-type: none"> <li>■ Use strobe or flashing lights in place of continuously burning lights for obstruction</li> </ul>	Project Applicant	During Project design	DBI/SFRA	DBI/SFRA	DBI/SFRA approval of building designs

<sup>22</sup> US Army Corps of Engineers, US Environmental Protection Agency, San Francisco Bay Conservation and Implementation Commission, and San Francisco Bay Regional Water Quality Control Board. Long-term Management Strategy for the Placement of Dredge Material in the San Francisco Bay, Management Plan 2001; Appendix F.

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<p>lighting. Use flashing white lights rather than continuous light, red light, or rotating beams.</p> <ul style="list-style-type: none"> <li>■ Install shields onto light sources not necessary for air traffic to direct light towards the ground.</li> <li>■ Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.</li> <li>■ When interior or exterior lights must be left on at night, the developer and/or operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:                             <ul style="list-style-type: none"> <li>&gt; Installing motion-sensitive lighting.</li> <li>&gt; Using desk lamps and task lighting.</li> <li>&gt; Reprogramming timers.</li> <li>&gt; Use of lower-intensity lighting.</li> </ul> </li> <li>■ Windows or window treatments that reduce transmission of light out of the building will be implemented to the extent feasible.</li> <li>■ Educational materials will be provided to building occupants encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing drapes and blinds at night.</li> <li>■ A report of the lighting alternatives considered and adopted shall be provided to the City/Agency for review and approval prior to construction. The City/Agency shall ensure that lighting-related measures to reduce the risk of bird collisions have been incorporated into the design of such buildings to the extent practicable.</li> </ul>	Project Applicant	During Project design	DBI/SFRA	DBI/SFRA	DBI/SFRA approval of building designs
<p><b>MM BI-20a.2</b> <u>Building Design Measures to Minimize Bird Strike Risk.</u></p>					

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<p>During design of any building greater than 100 feet tall, the Project Applicant and architect will consult with a qualified biologist experienced with bird strikes and building/lighting design issues (as approved by the City/Agency) to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, will be incorporated into the building's design.</p> <ul style="list-style-type: none"> <li>■ Use non-reflective tinted glass.</li> <li>■ Use window films to make windows visible to birds from the outside.</li> <li>■ Use external surfaces/designs that "break up" reflective surfaces.</li> <li>■ Place bird attractants, such as bird feeders and baths, at least 3 feet and preferably 30 feet or more from windows in order to reduce collision mortality.</li> </ul> <p>A report of the design measures considered and adopted shall be provided to the City/Agency for review and approval prior to construction. The City/Agency shall ensure that building design-related measures to reduce the risk of bird collisions have been incorporated to the extent practicable.</p>					

**SECTION III.O (PUBLIC SERVICES)**

**MM PS-1** Site Security Measures During Construction. During site preparation and in advance of construction of individual buildings, fencing, screening, and security lighting shall be provided by the Project Applicant. During non-construction hours the site must be secured and locked, and ample security lighting shall be provided.

Project Applicant

During site preparation and in advance of construction of individual buildings, fencing, screening, and security lighting

DBI/SFRA

DBI/SFRA

DBI/SFRA approval of construction documents. Construction Contractor to submit quarterly report of compliance activity, until deemed

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complete by SFRA.

**SECTION III.P (RECREATION)**

**MM RE-2 Phasing of parkland with respect to residential and/or employment generating uses.**

Project Applicant

Prior to issuance of a temporary certificate of occupancy

DBI/SFRA

DBI/SFRA

Issuance of a temporary certificate of occupancy

Development of the Project and associated parkland shall generally proceed in four phases, as illustrated by Figure II-16 (Proposed Site Preparation Schedule) of Chapter II (Project Description) of this EIR. To ensure that within each phase parks and population increase substantially concurrently, development shall be scheduled such that adequate parkland is constructed and operational when residential and employment-generating uses are occupied. The following standards shall be met:

- No project development shall be granted a temporary certificate of occupancy if the City determines that the new population associated with that development would result in a parkland-to-population ratio within the Project site lower than 5.5 acres per 1,000 residents/population, as calculated by the Agency.
- For the purposes of this mitigation measure, in order for a park to be considered in the parkland-to-population ratio, the Agency must determine that within 12 months of the issuance of the temporary certificate of occupancy, it will be fully constructed and operational, and, if applicable, operation and maintenance funding will be provided to the Agency.

**SECTION III.Q (UTILITIES)**

**MM UT-2 Auxiliary Water Supply System.**

Project Applicant

Prior to issuance of

San Francisco Fire Dept.

SFFD/SFRA

Approval of

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Mitigation Measure	Responsibility for Implementation	Mitigation Timing	Enforcement Responsibility	Monitoring Responsibility	Monitoring Actions/ Verification of Compliance
<p>Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) loop within Candlestick Point to connect to the City's planned extension of the off-site system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS loop on HPS Phase II to connect to the existing system at Earl Street and Innes Avenue and at Palou and Griffith Avenues, with looped service along Spear Avenue/Crisp Road.</p>		occupancy permits			Infrastructure Plan; Deemed complete upon issuance of temporary certificate of occupancy.
<p><b>MM UT-3a Wet-Weather Wastewater Handling.</b></p> <p>Prior to approval of the Project's wastewater infrastructure construction documents for any new development, the Project Applicant shall demonstrate to the San Francisco Public Utilities Commission (SFPUC), in writing, that there will be no net increase in wastewater discharges during wet-weather conditions from within the Project Area boundary to the Bayside System compared to pre-Project discharges. This may be accomplished through a variety of means, including, but not limited to:</p> <ul style="list-style-type: none"> <li>■ Temporary on-site retention or detention of flows to the system</li> <li>■ Separation of all or a portion of the stormwater and wastewater system at Candlestick Point</li> </ul>	Project Applicant	Prior to approval of wastewater infrastructure construction documents for new developments	SFPUC	SFPUC	Approval of wastewater infrastructure construction documents
<p><b>MM UT-5a Construction Waste Diversion Plan.</b></p> <p>The Project Applicant shall submit a Construction Waste Diversion Plan to the Director of the San Francisco Department of the Environment demonstrating a plan to divert at least 75 percent of or more of the total construction and demolition debris produced as the result of the Project (such</p>	Project Applicant	Prior to the issuance of building permits	SFRA/Department of the Environment	SFRA/Department of the Environment	Submittal and approval of a Construction Waste Diversion Plan

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<p>as wood, metal, concrete, asphalt, and sheetrock) from landfill interment, which is required by the City's Green Building Ordinance. The Plan shall be submitted and approved by the Director of the San Francisco Department of the Environment before the issuance of building permits. This Plan shall include (1) identification of how much material resulting from demolition of existing facilities could be reused on site (e.g., existing asphalt and concrete could be removed, crushed, reconditioned, and reused as base material for new roadways and parking lots); (2) the extent to which materials could be sorted on site (e.g., through piecemeal demolition of selected facilities to extract recyclable materials), (3) the amount of material that would be transported to an off-site location for separation; and (4) the amount of materials that cannot be reused or recycled and would be interred at a landfill, such as the Altamont Landfill in Livermore.</p>	Project Applicant	Prior to the issuance of the first development permit	SFRA/ Department of the Environment	SFRA/Department of the Environment	Submission and approval of a Site Waste Management Plan
<p><b>MM UT-7a Site Waste Management Plan.</b> The Project Applicant shall prepare a Site Waste Management Plan (SWMP) in cooperation with the Agency to describe the methods by which the Project shall minimize waste generation not otherwise covered by existing City regulatory policies, with the goal of achieving a diversion rate of at least 72 percent, consistent with the City's existing diversion rate in 2008. The SWMP shall be submitted to the Department of Environment (DOE) for approval prior to the issuance of the first development permit for the Project.</p>					

**SECTION III.S (GREENHOUSE GAS EMISSIONS)**

<b>MM GC-1</b> Plant up to 10,000 net new trees at the Project site and in the community.	Project Applicant	Throughout the construction phase	SFRA	SFRA	Deemed complete upon issuance of temporary certificate
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<b>MM GC-2</b> Exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards for homes and businesses would by at least 15 percent.	Project Applicant	Throughout the construction phase	SFRA	SFRA	of occupancy. Deemed complete upon issuance of temporary certificate of occupancy.
<b>MM GC-3</b> Install ENERGY STAR appliances, where appliances are offered by homebuilders.	Project Applicant	Throughout the construction phase	SFRA	SFRA	Deemed complete upon issuance of temporary certificate of occupancy.
<b>MM GC-4</b> Use light emitting diode (LED) based energy efficient street lighting.	Project Applicant	Throughout the construction phase	SFRA	SFRA	Deemed complete upon issuance of temporary certificate of occupancy.