

File No. 141005

Committee Item No. 4  
Board Item No. 21

**COMMITTEE/BOARD OF SUPERVISORS**  
AGENDA PACKET CONTENTS LIST

Committee: Land Use & Development

Date Nov. 3, 2014

Board of Supervisors Meeting

Date Nov. 18, 2014

**Cmte Board**

- |                                     |                                     |  |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/>            | <input type="checkbox"/>            | Motion                                       |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution                                   |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Ordinance                                    |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Legislative Digest                           |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Budget and Legislative Analyst Report        |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Youth Commission Report                      |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Introduction Form                            |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/>            | MOU  |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Grant Information Form                       |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Grant Budget                                 |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Subcontract Budget                           |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Contract/Agreement                           |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Form 126 - Ethics Commission                 |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Award Letter                                 |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Application                                  |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Public Correspondence                        |

**OTHER** (Use back side if additional space is needed)

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Completed by: AA Date 10.30.14  
Completed by: AA Date 11.5.14

1 [Street Encroachment - Automated Waste Collection System within Candlestick Point-Hunters  
2 Point Shipyard]

3 **Resolution granting revocable permission to Recology, Inc. to occupy a portion of the**  
4 **public right-of-way to construct and maintain various improvements for the below-**  
5 **grade Automated Waste Collection System (AWCS), which will be located within the**  
6 **Candlestick Point-Hunters Point Phase 2 Redevelopment Project Areas, to transport**  
7 **streams of solid waste in the AWCS pipe network from multiple private indoor and**  
8 **public outdoor waste inlets to separate enclosed centralized waste collection facilities**  
9 **for transport to off-site landfill, recycling or compost facilities; conditioning the permit;**  
10 **making environmental findings under the California Environmental Quality Act; and**  
11 **making findings of consistency with the General Plan, and the eight priority policies of**  
12 **Planning Code, Section 101.1.**

13  
14 WHEREAS, Pursuant to Public Works Code, Section 786, Recology, Inc. (the  
15 Permittee), requested permission to occupy a portion of the public right-of-way to construct  
16 and maintain the pipe network comprising the Automated Waste Collection System (AWCS)  
17 within an area generally bounded by Donner Avenue, "G" Street, Fitzgerald Avenue, Arelious  
18 Walker Way, and future streets within the Candlestick Point Redevelopment Project Area, and  
19 along an area generally bounded by Donahue Street, Galvez Avenue, Fischer Street, Crisp  
20 Street, Ring Road and future streets within the Hunters Point Phase 2 Redevelopment Project  
21 Area as shown in Exhibits A and B (Automatic Waste Collection System, Candlestick Point  
22 Redevelopment), collectively referred to as the Candlestick Point-Hunters Point Shipyard  
23 Phase 2 Redevelopment Project Areas; and

24 WHEREAS, The AWCS would be installed adjacent to the following locations: Block  
25 No. 5491A/Lot No. 079; Block No. 4884/Lot Nos. 026 and 027; Block No. 4886/Lot No. 008;

1 Block No. 4917/Lot No. 002; Block No. 4918/Lot Nos. 002 and 25; Block No. 4934/Lot No.  
2 002; Block No. 4934/Lot No. 003; Block No. 4935/Lot No. 002; Block No. 4936/Lot No. 020;  
3 Block No. 4963/Lot Nos. 003 and 004; Block No. 5000/Lot No. 001; Block No. 5005/Lot Nos.  
4 001, 003, 004, 005, and 016; and

5 WHEREAS, The proposed encroachments would be located up to 20 feet below grade  
6 within the street right of way to be constructed in phases over the course of development of  
7 the Candlestick Point-Hunters Point Shipyard Phase 2 Redevelopment Project Areas, as  
8 shown on the diagrams of the affected area labeled Exhibits A and B; copies of said Exhibits  
9 are on file with the Clerk of the Board in File No. 141005; and

10 WHEREAS, Under the City's Refuse Collection and Disposal Ordinance, Appendix 1 of  
11 the Administrative Code, only a refuse collector licensed by the Director of Public Health may  
12 transport refuse through the streets of the City and only a refuse collector holding a permit to  
13 collect refuse along the routes identified in the Refuse Collection and Disposal Ordinance may  
14 do so; and

15 WHEREAS, Recology holds the necessary license and permit to collect refuse in the  
16 subject geographic area; and

17 WHEREAS, The street encroachment is within the scope of the Final Environmental  
18 Impact Report for Candlestick Point/Hunters Point Shipyard Phase 2 Development Project  
19 (FEIR) prepared pursuant to the California Environmental Quality Act, which was certified as  
20 adequate, accurate and objective by the San Francisco Redevelopment Agency Commission  
21 and the San Francisco Planning Commission on June 3, 2010, by Resolution Nos. 58-2010  
22 and 18096, respectively; and

23 WHEREAS, The Board of Supervisors affirmed the Planning Commission's certification  
24 of the FEIR on August 3, 2010, by Resolution No. 347-10, a copy of which is on file with the  
25

1 Clerk of the Board of Supervisors in File No.141005 and incorporated herein by reference;  
2 and

3 WHEREAS, The Office of Community Investment and Infrastructure (OCII) prepared  
4 and approved an addendum to the FEIR on January 7, 2014, in connection with OCII's  
5 approval of certain refinements to the phasing program for the Candlestick Point/Hunters  
6 Point Shipyard Phase 2 Development Project (the "Project") and granting of the first Major  
7 Phase Approval; and

8 WHEREAS, OCII prepared and approved a second addendum to the FEIR on May 2,  
9 2014 in connection with this proposed AWCS throughout the Project; a copy of this second  
10 addendum to the FEIR is on file with the Clerk of the Board of Supervisors in File No. 141005  
11 and incorporated herein by reference; and

12 WHEREAS, Since the FEIR and the Project were originally approved on August 3,  
13 2010, there have been:

- 14 (a) no substantial changes to the Project;  
15 (b) no substantial changes with respect to the surrounding circumstances; and  
16 (c) no new information of substantial importance, that would result in new or more  
17 severe significant impacts than were addressed in the FEIR; and

18 WHEREAS, By letter dated April 18, 2014, the Planning Department determined that  
19 the actions contemplated in this legislation are, on balance, consistent with the General Plan,  
20 and the eight priority policies of Planning Code, Section 101.1; said letter is on file with the  
21 Clerk of the Board in File No. 141005 and incorporated herein by reference; and

22 WHEREAS, After a duly noticed public hearing on May 21, 2014, the Department of  
23 Public Works recommended approval of the proposed encroachments as set forth in DPW  
24 Order No. 182685, approved June 24, 2014; a copy of the DPW Order is on file with the Clerk  
25 of the Board in File No. 141005 and is incorporated herein by reference; and



1           WHEREAS, The street encroachment permit and associated street encroachment  
2 agreement, copies of which are on file with the Clerk of the Board in File No. 141005 and  
3 incorporated herein by reference, shall not become effective until:

4           (a) The Permittee executes and acknowledges the permit and delivers said permit to  
5 the City's Controller;

6           (b) Permittee delivers to the Department of Public Works a policy of insurance  
7 provided for in said encroachment agreement. The Director of Public Works, in his or her  
8 discretion and in consultation with the Risk Manager may accept the certificate of an  
9 insurance company certifying to the existence of such a policy in lieu of said insurance policy;  
10 and

11           (c) The Permittee shall record the permit and associated agreement in the office of the  
12 County Recorder, providing Department of Public Works with a confirmation copy; and

13           WHEREAS, The Permittee, at the Permittee's sole expense and as is necessary as a  
14 result of this permit, shall make the following arrangements:

15           (a) To provide for the support and protection of facilities belonging to the Department  
16 of Public Works, San Francisco Water Department, the San Francisco Fire Department and  
17 other City Departments, and public utility companies; and

18           (b) To remove or relocate such facilities and provide access to such facilities for the  
19 purpose of constructing, reconstructing, maintaining, operating, or repairing such facilities.  
20 Any such removal or relocation shall be done at no cost to the City or any utility in place prior  
21 to installation of the AWCS; and

22           WHEREAS, The Permittee shall procure the necessary permits from the Central Permit  
23 Bureau, Department of Building Inspection and/or Department of Public Works Bureau of  
24 Street-Use and Mapping , and pay the necessary permit fees and inspection fees before  
25 starting work on each phase of the project; and

1           WHEREAS, The permit shall be conditioned upon payment of an annual public right-of-  
2 way occupancy assessment pursuant to Public Works Code, Section 786, and the initial  
3 amount of said fee shall be \$8,000; and

4           WHEREAS, No structure shall be erected or constructed within said street right-of-way  
5 except as specifically permitted herein; and

6           WHEREAS, Use of the encroachment permit area for purposes other than the AWCS  
7 is allowed subject to all required City permitting and not exclusive to the Permittee; should an  
8 adjacent property owner or public utility request a separate encroachment permit that affects  
9 said encroachment, the Board hereby delegates to the Department of Public Works (DPW), in  
10 its discretion; the ability to amend or modify this permit to accommodate a separate permit(s);  
11 under such circumstances, DPW shall adjust the requirements concerning permit  
12 maintenance, liability, annual occupancy fee, and any other applicable conditions to  
13 proportionately allocate responsibility among the permit holders; and

14           WHEREAS, The Permittee shall assume all costs for the maintenance and repair of the  
15 encroachments and no cost or obligation of any kind shall accrue to the City and County of  
16 San Francisco by reason of this permission granted; now, therefore, be it

17           RESOLVED, That pursuant to Public Works Code, Section 786, the Board of  
18 Supervisors hereby grants revocable permission to Recology, Inc. to occupy a portion of the  
19 public right-of-way to construct and maintain the pipe network comprising the AWCS within an  
20 area generally bounded by Donner Avenue, "G" Street, Fitzgerald Ave, Arelious Walker Way,  
21 and future streets within the Candlestick Point Redevelopment Project Area, and along an  
22 area generally bounded by Donahue Street, Galvez Avenue, Fischer Street, Crisp Street,  
23 Ring Road and future streets within the Hunters Point Phase 2 Redevelopment Project Area  
24 (Automatic Waste Collection System, Candlestick Point Redevelopment) to transport streams  
25 of solid waste in the AWCS pipe network from multiple private indoor and public outdoor

1 waste inlets to separate enclosed centralized waste collection facilities for transport to off-site  
2 landfill, recycling or compost facilities; and, be it

3 FURTHER RESOLVED, The permission granted herein is conditioned upon the  
4 requirements set forth in this resolution, including payment of an annual occupancy  
5 assessment fee; and, be it

6 FURTHER RESOLVED, That the Board adopts as its own the findings of consistency  
7 with the General Plan, and the eight priority policies of Planning Code, Section 101.1 as set  
8 forth in the Planning Department letter dated April 18, 2014; and, be it

9 FURTHER RESOLVED, Based on the environmental findings set forth above, the  
10 Board of Supervisors determines that no supplemental or subsequent environmental impact  
11 report or other environmental review is required.

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CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS  
STREET ENCROACHMENT AGREEMENT

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
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WITNESSETH

In consideration of the adoption by the Board of Supervisors of the City and County of San Francisco of Resolution No. \_\_\_\_\_ at its meeting of \_\_\_\_\_, a true copy of which is attached hereto marked Exhibit A, and subject to all the terms, conditions and restrictions of this Agreement, Permittee Recology, Inc. agrees that in accordance with this Agreement, Exhibit A and the Permit issued thereunder:

1. Scope of Permit: The Permit permits encroachment for the construction, installation, operation and maintenance of the pipes and other components of the Automated Waste Collection System ("AWCS"), to be built at a depth of up to 20 feet below grade in the areas shown in the plans submitted with the application. The components of the AWCS are owned by Permittee. The Permit shall constitute a revocable license and shall be assignable or transferable by Permittee without DPW authorization or modification only to subsequent owners of Permittee's business or transferees of Permittee's separate licenses and/or permit to collect and transport refuse in San Francisco, provided that the assignee or transferee satisfies all required Permit terms. As a condition to the right to assign or transfer the Permit as stated herein, the assignee or transferee shall provide evidence to DPW prior to the effective date of the assignment or transfer that: (1) It has assumed responsibility for any bonding requirements undertaken by Permittee under this Agreement; and (2) it meets the insurance coverage requirements set forth in paragraph 8 below. Any other assignment or transfer shall be subject to the written authorization of the DPW Director in his or her sole discretion and subject to any new terms or modifications to the Permit that the DPW Director deems appropriate.

2. Abandon-in-place: In the event of a final administrative or judicial determination upholding the City's revocation of the Permit, abandonment of the AWCS by Permittee, dissolution of Permittee or other circumstances under which the AWCS is not used to provide solid waste disposal services to the Hunters Point or Candlestick Point communities, the pipes and other infrastructure constituting the AWCS shall be abandoned in place, without expense to the City and County of San Francisco, in a condition satisfactory to the Department of Public Works as follows.

Upon abandonment, the buried pipe for which Permittee is responsible for maintaining shall be backfilled by Permittee with flowable fill materials. All above grade components will also be cut and capped to a depth that is satisfactory to the City. Upon completion of the backfill, the right-of-way shall be restored per Article 2.4 of the Public Works Code, DPW Order 178,940 (Regulations for Excavating and Restoring Streets In San Francisco) and any subsequent amendments.

3. Permittee Obligations: The occupancy, construction and maintenance of the encroachment shall be in the location and as specified by the plans submitted, revised, approved and filed with DPW. The Permittee, by acceptance of this permit, acknowledges its

responsibility to comply with all requirements of the occupancy, construction and maintenance of the encroachment as specified in Public Works Code Section 786.

Installation of this encroachment will proceed in multiple major phases linked to the development of the Candlestick Point-Hunters Point Shipyard Project Area over a period of several years. The Permittee shall verify the locations of City and public service utility company facilities that may be affected by the work authorized by the Permit during the period of construction and installation and shall assume all responsibility for any damage to such facilities due to the work. The Permittee shall make satisfactory arrangements and payments for any necessary temporary or permanent relocation of City and/or public utility company facilities. No later than 120 days prior to a permit submittal to DPW for any phase of construction, Permittee shall provide notice to City and public utility companies of proposed design and pending construction for the phase.

Permittee acknowledges that the location of the pipes constituting the encroachment are typically deeper than any known infrastructure, utilities or other below-grade components existing upon the date of approval of the Permit. It will use commercially reasonable efforts to protect the pre-existing infrastructure during construction, installation and operation and operation of the AWCS.

4. Annual Occupancy Fees: Pursuant to Public Works Code Section 786.7(b) the Permittee shall pay the annual public right of way occupancy assessment fee, which is currently \$4.00 per square foot, but may be adjusted pursuant to Public Works Code Section 2.1.2.

5. Compliance with City Regulations. In consideration of this Permit being issued for the work described in the application, Permittee on its behalf and that of any successor or assign, and on behalf of any lessee, promises and agrees to perform all the terms of this Permit and to comply with all applicable laws, ordinances and regulations.

Department of Public Works Article 2.4 of the Public Works Code, DPW Order 178,940 (Regulations for Excavating and Restoring Streets In San Francisco) and any subsequent amendments shall apply to the encroachment.

The Permittee shall contact the Municipal Transportation Agency/Department of Parking and Traffic at 1 South Van Ness Avenue for traffic requirements prior to beginning any phase of construction. The Permittee shall conduct its operations in accordance with San Francisco Transportation Code and the San Francisco Municipal Transportation Agency's "Regulations for Working in San Francisco Streets" (commonly known as the "Bluebook") and any successor Codes and regulations.

All work to construct and install the AWCS shall be done by a licensed contractor and in accordance with the requirements of the Standard Specifications of the edition of the Bureau of Engineering, Department of Public Works, in effect at the time of construction, including sidewalk and pavement cutting and removal, lagging, excavation, backfill and sidewalk and pavement restoration. The Permittee shall contact the DPW Street Inspection Section (415) 554-7149, at least 72 hours prior to starting work to arrange an inspection schedule.

6. Repair and Maintenance Responsibilities.

(a) Repair and maintenance of the AWCS will be the sole responsibility of Permittee. The pipes constituting the AWCS will be pressure tested and spot checked by the Permittee as phased installation of the AWCS proceeds. For purposes of performing minor repairs and maintenance, Permittee will access the pipes from one of the manholes that will be located at approximately 100 foot intervals throughout the area subject to the Permit. In the event that excavation of the street is needed to perform maintenance and repairs, Permittee will obtain a permit and comply with all applicable City requirements and restore the right-of-way per Article 2.4 of the Public Works Code, DPW Order 178,940 (Regulations for Excavating and Restoring Streets In San Francisco) and any subsequent amendments.

(b) Permittee will be responsible for installing and repairing and maintaining the portion of the laterals running from the street to the property line.

7. Indemnification of City. Permittee agrees on its behalf and that of any successor or assign to hold harmless, defend, and indemnify the City and County of San Francisco, including, without limitation, each of its commissions, departments, officers, agents and employees (hereinafter collectively referred to as the "City") from and against any and all losses, liabilities, expenses, claims, demands, injuries, damages, fines, penalties, costs or judgments including, without limitation, attorneys' fees and costs (collectively, "claims") of any kind allegedly arising directly or indirectly from (i) any act by, omission by, or negligence of, Permittee or its subcontractors, or the officers, agents or employees of either, while engaged in the performance of the work authorized by the Permit, or while in or about the property subject to the Permit for any reason connected in any way whatsoever with the performance of the work authorized by the Permit, or allegedly resulting directly or indirectly from the maintenance or installation of any equipment, facilities or structures authorized under the Permit, (ii) any accident or injury to any contractor or subcontractor, or any, officer, agent, or employee of either of them, while engaged in the performance of the work authorized by the Permit, or while in or about the property, for any reason connected with the performance of the work authorized by the Permit, or arising from liens or claims for services rendered or labor or materials furnished in or for the performance of the work authorized by the Permit, (iii) injuries or damages to real or personal property, good will, and persons in, upon or in any way allegedly connected with the work authorized by the Permit from any cause or claims arising at any time, and potentially falls within this indemnity provision, even if the allegations are or may be groundless, false or fraudulent, which obligations arise at the time such claim is tendered to Permittee by the City and continues at all times thereafter. Permittee agrees that the indemnification obligations assumed under the Permit shall survive expiration of the Permit or completion of work.

8. Insurance. Permittee shall obtain and maintain through the terms of the Permit insurance as the City deems necessary to protect the City against claims for damages for personal injury, accidental death and property damage allegedly arising from any work done under the Permit. Such insurance shall in no way limit Permittee's indemnity hereunder. Certificates of insurance, in form and with insurers satisfactory to the City, evidencing all coverages above shall be furnished to the City before commencing any operations under the Permit, with complete copies of policies furnished promptly upon City request.

Permittee will, at its own expense, maintain in full force and effect an insurance policy or policies issued by insurers with ratings comparable to A-VIII, or higher that are authorized to do

business in the State of California, and that are satisfactory to the City. Approval of the insurance by City shall not relieve or decrease Permittee's liability hereunder.

Permittee must maintain in force, during the full term of the Agreement, insurance in the following amounts and coverages: Workers' Compensation, in statutory amounts, with Employer's Liability limits not less than \$1,000,000 each accident, injury, or illness; and Commercial General Liability Insurance with Limits not less than \$1,000,000 each occurrence and \$2,000,000 in the aggregate for bodily injury and property damage, including contractual liability, personal injury, products and completed operations; and Commercial Automobile Liability insurance with limits not less than \$1,000,000 each occurrence combined single limit or bodily injury and property damage, including owned, non-owned and hired auto coverage as applicable. Said policies shall include the City and County of San Francisco and its officers and employees jointly and severally as additional insureds and shall apply as primary insurance and shall stipulate that no other insurance affected by the City and County of San Francisco will be called on to contribute to a loss covered hereunder.

All policies shall be endorsed to provide thirty (30) days advance written notice to the City of reduction, nonrenewal or material changes in coverages or cancellation of coverages for any reason. Notices shall be sent to the Department of Public Works, Bureau of Street Use and Mapping, 1155 Market Street, 3rd Floor, San Francisco, CA, 94103. The permission granted by said resolution shall automatically terminate upon the termination of such insurance. Upon such termination, Permittee shall restore the right-of-way, without expense to the City pursuant to the terms and conditions set forth in Paragraph 2 of this Permit.

9. Security for Performance and Maintenance: The Permittee will obtain bonds as follows:

A. **Construction Performance Bond**: To ensure that the AWCS will be built in accordance with the plans approved by the Permit, Permittee shall obtain a Performance Bond in an amount of 100% of the construction cost estimate and a labor and materials bond in an amount of 50% of the construction cost estimate for each phase of construction, including any installation and removal of temporary facilities required as part of the construction phase, to provide the City the necessary assurances that the planned encroachment will be built out as proposed. Because the installation of the AWCS must correspond to the construction of improvements on the private parcels adjacent to the Right of Way, any such bond must provide security in phases. Upon substantial completion of a phase or phases, the bond(s) for the phases is released and a new bond is obtained for the next phase. For purposes of this paragraph, "substantial completion of a phase or phases" occurs when DPW has closed a street improvement or other construction related permit under which Permittee or its agents were constructing a portion of the AWCS.

B. **Maintenance and Repair Bond**: To ensure that the Permittee's maintenance obligations under this Permit will be met and funded, upon substantial completion of the first phase of work, which shall occur when DPW has closed the street improvement or related construction permit for work under this Permit, Permittee shall obtain a Bond in an amount of \$25,000 to provide the City the necessary assurances that the planned encroachment will be maintained as required by this Permit. An additional security in the form of a cash deposit of

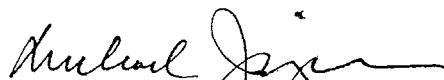
\$25,000 shall be provided to the City. This additional security will be used solely by the City to pay for the repairs to the AWCS for costs including but not limited to materials, labor, inspections, and related hard and soft-cost expenditures should, after notification by City, the Permittee fail to effect said repairs. Repairs shall occur upon discovery by Permittee or upon receipt of complaints or notice from DPW or members of the public of service interruptions or other indicia of improper functioning of the encroachment. The additional security shall be replenished by the Permittee to ensure that a minimum \$25,000 is maintained during the life of the Permit.

10. Possessory Tax. The Permittee or subsequent owners or transferees recognize and understand that the Permit may create a possessory interest subject to property taxation and that the Permittee or subsequent owner or owners or transferees may be subject to the payment of such taxes.

11. Miscellaneous. The Permittee or subsequent owner or owners recognize the recordation of the Permit. All of the provisions of this Agreement shall be deemed provisions of said Resolution. All of the provisions of said Resolution shall be deemed provisions of this Agreement.

In witness whereof the undersigned Permittee(s) have executed this agreement this 29<sup>th</sup> day of September, 2014.

RECOLOGY INC.



---

Michael J. Sangiacomo  
President & Chief Executive Officer



STATE OF CALIFORNIA )  
 ) SS  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_ before me, \_\_\_\_\_, Notary Public in and  
for said County and State, personally appeared \_\_\_\_\_  
personally known to me (or proven to me on the name(s) is/are subscribed to the within  
instrument and acknowledged to me that he/she/they executed the same in his/her/their  
authorized capacity(ies), and that by this by his/her/their signature(s) on the instrument the  
person(s), or entity upon behalf of which the person(s) acted, executed the instrument.

*See Attached*

WITNESS my hand and official seal

(NOTARY STAMP OR SEAL)

\_\_\_\_\_  
Notary Public in and for said  
County and State



**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

State of California

County of San Francisco }

On Sept. 29, 2014 before me, Roxanne L Frye Notary Public  
Date Here Insert Name and Title of the Officer

personally appeared Michael J Sangiacomo  
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Place Notary Seal Above

Signature Roxanne L Frye  
Signature of Notary Public

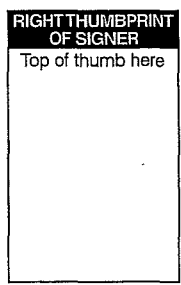
**OPTIONAL**

*Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.*

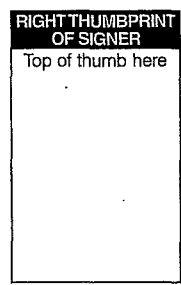
**Description of Attached Document** City + County of San Francisco  
 Title or Type of Document: dept of Public Works Street Encroachment Agreement  
 Document Date: Signed Sept. 29, 2014 Number of Pages: 6  
 Signer(s) Other Than Named Above: N/A

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: Michael J Sangiacomo  
 Individual  
 Corporate Officer — Title(s): President + CEO  
 Partner —  Limited  General  
 Attorney in Fact  
 Trustee  
 Guardian or Conservator  
 Other: \_\_\_\_\_



Signer's Name: \_\_\_\_\_  
 Individual  
 Corporate Officer — Title(s): \_\_\_\_\_  
 Partner —  Limited  General  
 Attorney in Fact  
 Trustee  
 Guardian or Conservator  
 Other: \_\_\_\_\_



Signer Is Representing: Reology Inc

Signer Is Representing: \_\_\_\_\_



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

9/23/2014

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Beecher Carlson Insurance Services 21650 Oxnard Street, Suite 1600 Woodland Hills, CA 91367  www.beechercarlson.com	CONTACT NAME: Beecher Carlson Insurance Services	
	PHONE (A/C, No, Ext): 818-598-4200 FAX (A/C, No): 770-870-3043 E-MAIL ADDRESS:	
INSURED Golden Gate Disposal & Recycling dba Recology Golden Gate 900 Seventh Street San Francisco CA 94107	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A: ACE American Insurance Company	22667
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	

**COVERAGES**

CERTIFICATE NUMBER: 21703319

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> SIR: \$500,000  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	<input checked="" type="checkbox"/>		XSL G25840276	10/1/2013	10/1/2014	EACH OCCURRENCE	\$ 1,500,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 1,500,000
							MED EXP (Any one person)	\$ 0
							PERSONAL & ADV INJURY	\$ 1,500,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
								\$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident)	\$
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
	UMBRELLA LIAB EXCESS LIAB DED RETENTION \$						EACH OCCURRENCE	\$
							AGGREGATE	\$
								\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						PER STATUTE	OTH-ER
							E.L. EACH ACCIDENT	\$
							E.L. DISEASE - EA EMPLOYEE	\$
							E.L. DISEASE - POLICY LIMIT	\$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

If additional insured (ADDL INSR) and/or subrogation waived (SUBR WVD) boxes are checked, applicable blanket policy endorsements apply in favor of the DESIGNATED ENTITY where required by written contract, but only as respects liability arising out of work performed by or on behalf of the insured.

DESIGNATED ENTITY: City and County of San Francisco, its Officers, Employees &amp; Agents

**CERTIFICATE HOLDER****CANCELLATION**

Bureau of Street-Use & Mapping  
1155 Market Street, 3rd Floor  
San Francisco CA 94103-0942

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

(WDHLS) Pam Brooskin

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ACORD 25 (2014/01)

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Edwin M. Lee, Mayor  
Mohammed Nuru, Interim Director

Office of the Director  
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348  
San Francisco, CA 94102  
(415) 554-6920 ■ www.sfdpw.org



September 19, 2014

Angela Calvillo, Clerk of the Board  
Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689

Dear Ms. Calvillo:

Attached please find an original and one electronic copy of a proposed resolution for Board of Supervisors consideration. This resolution would grant revocable permission to Recology, Inc. to construct, occupy a portion of the public right-of-way and to operate an Automated Waste Collection System (AWCS) within the future Candlestick Point and Hunters Point Phase 2 project areas.

Pursuant to Section 786 of the Public Works Code, Recology, Inc. requested a Major Encroachment Permit in a letter dated April 15, 2014. The Transportation Advisory Staff Committee (TASC) heard this request on May 8, 2014 and recommended it for approval. The Planning Department, by letter dated April 18, 2014, declared that the proposed encroachment is in conformity with the General Plan and with the priority policies of Planning Code Section 101.1.

The following is a list of accompanying documents (three sets):

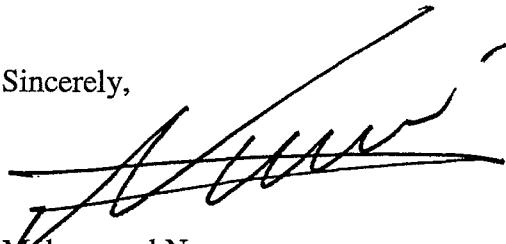
- Letter from Ms. Ilene Dick, dated April 15, 2014.
- Planning Department General Plan Referral, dated April 18, 2014.
- Transportation Advisory Staff Committee (TASC), Minutes of May 8, 2014 noting no objections to the proposed encroachment.
- DPW Order No. 182,695 approved June 24, 2014, - Director's Decision to move the Resolution to the full Board of Supervisors with recommendation for approval of the proposed Major Encroachment.



- Maps of proposed plan for the Major Encroachment Permit.
- Signed and Notarized Street Encroachment Agreement.

The following person may be contacted regarding this matter: Ms. Barbara Moy of BSM at (415) 558-4050.

Sincerely,



Mohammed Nuru  
Director of Public Works

Attachments: As Noted





ILENE DICK  
idick@fbm.com  
D 415.954.4958

April 15, 2014

*Via Messenger*

Mr. John Kwong  
Bureau of Street Use and Mapping  
Department of Public Works  
1155 Market Street, 3<sup>rd</sup> Floor  
San Francisco, CA. 94102

Re: Major Encroachment Permit Application: Automated Waste Collection System  
for Hunter's Point Shipyard/Candlestick Point Project Area

Dear Mr. Kwong:

On behalf of Recology, Inc., the project sponsor for the Trans-Vac Automated Waste Collection System ("AWCS") in the Hunters Point Shipyard/Candlestick Point Project area, please find attached a completed Major Encroachment Permit Application ("Application") required for construction and operation of the AWCS. Enclosed please find six (6) copies of the site plans, a \$4,146.14 check for DPW review of the plans and Application, 300' radius maps and mailing labels, and postage for mailing public notice of the DPW Hearing and the Board of Supervisors Land Use Committee meeting on the Application.

Please feel free to contact me at (415) 954-4958 or at [idick@fbm.com](mailto:idick@fbm.com) if you have any additional questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Ilene Dick".

Ilene Dick

ID

cc: Barbara Moy, DPW  
Maurice Quillen  
Harry Pliskin

Russ Building · 235 Montgomery Street · San Francisco, CA 94104 · T 415.954.4400 · F 415.954.4480

29744\4196409.1  
4/15/14

SAN FRANCISCO ST. HELENA www.fbm.com  
1213

**PART 1. A: Assessor Block/Lots Fronting Affected Streets Requiring Permit**

4591A-079  
4884-026  
4884-027  
4886-008  
4917-002  
4918-002  
4918-025  
4934-002  
4934-003  
4935-002  
4936-020  
4963-003  
4963-004  
5000-001  
5005-001  
5005-003  
5005-004  
5005-005  
5005-016

**PART 2: Project Description: Automated Waste Collection System**

The Major Encroachment Permit ("Permit") is sought for the construction and operation of an Automated Waste Collections System ("AWCS") in the Candlestick Point-Hunters Point Shipyard project area. Because of the AWCS' occupancy and use of the City's Right-of-Way, construction and operation of the AWCS requires issuance by the Board of Supervisors of the Permit after review and recommendation of the Department of Public Works. Exhibit A shows the streets for which the Permit would be required. The lines into the current parcels merely indicate that there will be underground connections between the pipes under the City streets and the private parcels upon which residential, commercial and retail buildings will be constructed as part of the Candlestick Point-Hunters Point Shipyard project area build-out.

The AWCS generally consists of a network of buried 20" diameter steel pipes that will be installed in the City's streets. These pipes will transport waste streams generated by the residential, retail and commercial uses in Hunters Point below City streets for collection by Recology's garbage trucks at one of three (3) above-grade facilities. For the Candlestick Point portion of the project area, the collection facility will be on top of the Candlestick Point retail area parking garage, known as the Candlestick Center Garage. See Exhibit B. For the Hunters Point Shipyard portion of the project area, the collection facilities will be located in unenclosed areas at grade at the corner of Spear and "C" Streets and to the north of Ring Road and Crisp Avenue. See Exhibit A.

The AWCS replaces Recology's traditional waste collection system of multiple garbage trucks stopping to empty garbage, recycling and compost cans at numerous collection points for off-site



disposal with underground tubes that direct the waste from numerous points of origin to a centralized collection facility. See Exhibit C. Once collected from any of the (3) three collection facilities, up to approximately 7 Recology trucks will daily transport the solid waste for off-site disposal from each. To ensure access for repair and maintenance, buried maintenance access vaults would be installed at branch locations along the City's streets.

On a building scale, the project will include loading stations within all the multi-story buildings and outdoor areas on-site owned and operated by the City. These stations will be used exclusively for the disposal of on-site waste. These stations are linked to the below grade pipes under those parcels. Waste inlets will be placed on each building floor attached to chutes. Waste will remain queued in the chutes leading to the pipes until the next vacuum cycle is initiated. Once the vacuum cycle is initiated, the waste is transported via the pipe network in the City's streets to the nearest central collection facility, where it will be picked up by Recology trucks for off-site disposal.

### **PART 3: Priority General Plan Policies Findings**

*1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;*

The Project is for a Major Encroachment Permit that would allow construction and operation of an automated waste collection system below numerous City streets in the Candlestick Point-Hunters Point Shipyard project area. The Project will result in reduction of the space needs for waste collection areas in residential, commercial and retail buildings throughout the project area. This will free up more usable space for neighborhood-serving retail activity within the project area. By eliminating the presence of garbage cans and larger waste receptacles throughout the project area, the Project will enhance the quality of the residential, retail and commercial experience.

*2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;*

The Project is part of the expansive and sustainable infrastructure that will serve the Candlestick Point-Hunters Point Shipyard project area. No new or existing buildings will be demolished or modified by the Project. With the exception of the two (2) central collection facilities in the Hunters Point area, all Project construction and operation occurs underground, so neighborhood character will remain unaffected by the Project. And because of the phasing of the Project, its construction will precede, or be timed to coincide with, the construction of buildings in a particular area.

By locating the waste collection system underground, the Project eliminates unsightly and nuisance-causing garbage cans and waste receptacles in residential, retail, commercial and open space areas. Moreover, by automating and consolidating waste collection, there will be fewer garbage trucks in and out of the project area emitting greenhouse gases, particulates and noise. And by centralizing the waste collection in one location in each of three neighborhoods in the

project area, noise, odors and associated vermin will be vastly reduced throughout the entire neighborhood.

Collectively, the Project will enhance the quality of living, shopping and working in the Candlestick Point-Hunters Point Shipyard area. The Project minimizes the environmental and public health impacts common to areas where garbage is stored prior to off-site disposal. The Project will thus preserve cultural and economic diversity by minimizing the negative smells, aesthetics and noise that arise from garbage storage and disposal by truck.

3. *That the City's supply of affordable housing be preserved and enhanced;*

The Project will not affect the supply of affordable housing since the Project will be built primarily under City rights of way. No residential uses will be demolished or modified in order to construct or operate the Project.

4. *That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;*

The Project does not generate any significant parking, traffic or transit impacts as it is not creating occupiable space for living, shopping or working in retail or commercial uses. Since there is little or no on-street parking currently on-site, the construction of the Project will not affect on-street parking as the Project is primarily built below grade. Because operation of the Project is below-grade, it will not have any impact on on-street parking. There will be modest parking demand generated by the workers at the central collection facilities. The site is currently well served by MUNI's 19-Polk, 23-Monterey, 29-Sunset and 54-Felton lines; MUNI service is planned to be enhanced as the project area is built out.

The AWCS will reduce the number of hours of garbage truck traffic by at least 70%. The reduction in truck traffic will substantially reduce emissions, congestion, pedestrian/car hazards and noise throughout the project area.

5. *That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;*

The Project does not result in or propose loss of industrial or service sector activity nor will it involve commercial office development. In fact, the Project builds a new, sustainable, high-tech, industrial activity.

6. *That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;*

The Project will be built in accordance with current Building Code and Public Works Code life, fire and seismic safety standards.

7. *That landmarks and historic buildings be preserved;*

The Project will be built below City streets or in new Candlestick Center parking garage. The two (2) new collection facilities in the Hunters Point area will not impact any historic resources or historic districts. There are no landmark or historic buildings affected by Project construction or operation.

8. *That our parks and open space and their access to sunlight and vistas be protected from development.*

The Project involves primarily below grade construction in the City's streets. Only the central collection facilities in Hunters Point and the proposed Candlestick Center garage (which will house the central collection facility for the Candlestick Point area) will involve above grade construction. The FEIR found that there were no significant shadow impacts as a result of the Candlestick Center garage. Neither of the new collection facilities in Hunters Point area are near parks or open space. Thus, the Project would not result in the creation of new shadows on any new or nearby parks or open space during critical daylight hours. There are also no scenic views from any park that are affected by the Project.





# SAN FRANCISCO PLANNING DEPARTMENT

## General Plan Referral

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

**Date:** April 18, 2014  
**Case No.** Case No. 2014.0391R  
Candlestick Point – Hunters Point Shipyard Phase II  
Automated Waste Collection System

**Block / Lot:** Block 5491A/ Lot 079; Block 4884/Lots 026 and 027; Block 4886/Lot 008; Blocks 4917/ Lot 002; Block 4918/ Lot 002 and 025; Block 4934 / Lots 002 and 003; Block 4935 / Lot 002; Block 2936/ Lot 020; Block 4963/ Lots 003 0004; Block 5000/ Lot 001; Block 5005/ Lots 001, 003, 004, 005, and 016

**Project Sponsor:** Department of Public Works  
Bureau of Street Use and Mapping  
1155 Market Street, 3<sup>rd</sup> Floor  
San Francisco, CA 94103

**Applicant:** Ilene Dick  
Farella Bruan + Martel  
235 Montgomery Street, 11<sup>th</sup> floor  
San Francisco, CA 94105

**Staff Contact:** Mat Snyder – (415) 575-6891  
[mathew.snyder@sfgov.org](mailto:mathew.snyder@sfgov.org)

**Recommendation:** Finding the project, on balance, is in conformity with the General Plan

**Recommended By:**   
John Rahaim, Director of Planning

### BACKGROUND

We are in receipt of your request that the Planning Department consider a General Plan referral application concerning a major encroachment (or multiple such permits) for the construction and operation of an Automated Waste Collection System (“AWCS”) in the Candlestick Hunters Point Shipyard Phase II (CP-HPS II) Project.

The CP HPS II Plan Area is under the jurisdiction of the Office of Infrastructure and Investment (OCII), previously the San Francisco Redevelopment Agency. The CP HPS II Plan will transform the current Candlestick Point and Hunters Point Shipyard areas to vibrant mixed-use neighborhoods containing upwards of 10,500 dwelling units, 3 million square feet of office and R&D use, 850,000 square feet of retail

**GENERAL PLAN REFERRAL  
CANDLESTICK POINT HUNTERS POINT SHIPYARD  
PHASE II AUTOMATED WASTE COLLECTION SYSTEM**

**CASE NO. 2014.0391R**

April 18, 2014

and other supporting uses. The project will entail laying out a new street grid and block pattern along with a wide range of parks and open spaces.

The overall project received its master approvals in 2010, which includes, but are not limited to, amendments to the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, the creation new Area Plans for Candlestick Point and Hunters Point Shipyard, the adoption of Design-for-Development documents for each of the two areas, and the adoption of an Infrastructure Plan. This AWCS was contemplated as part of the CP-HPS II Infrastructure and Sustainability Plans as approved by the City as part of the overall master approvals in 2010.

Also, part of the master approvals, several documents including a Design Review and Document Approval Procedure (DRDAP), Interagency Cooperation Agreement and a Cooperation Agreement between OCII and Planning laid out ongoing design review process for infrastructure as they are implemented over its multi-year build out.

It is understood that exact location, configuration, and design of AWCS facilities will be subject to further review by OCII, the Planning Department and other agencies as laid out in the DRDAP, Interagency Cooperative Agreement as its installation is built out over time.

## **PROJECT DESCRIPTION**

The overall AWCS would include (1) a network of buried 20" diameter pipes that would be installed in the City streets (see attached maps "Automated Waste Collection System Candlestick Point AWCS Pipe Layout" and "Automated Waste Collection system Hunters Point AWCS Pipe Payout", both dated 11/25/2103); (2) loading stations, internal inlets and chutes within each multi-story buildings along with additional outdoor loading stations; and (3) three centralized above-grade collection facilities where the waste would be collected. This piped system of waste disposal and collection would replace the typical system of garbage trucks collecting trash at each individual building and other disposal and recycling centers. Instead, trucks would collect trash at only one of three centralized locations. As shown on the attached maps, the locations of the centralized collections facilities are proposed to be at the Candlestick Center parking garage, within the Hunters Point South neighborhood off of the Ring Road and within the Shipyard R&D neighborhood currently shown located on "C" Street north of Spear.

## **ENVIRONMENTAL REVIEW**

On June 3, 2010, the San Francisco Planning Commission and the Redevelopment Agency Commission certified the Final Environmental Impact Report (FEIR) for the Candlestick Point - Hunters Point Shipyard Phase II Project (Case No. 2007.0946E). On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission's certification of the Final EIR (Motion No. M10-110). On December 11, 2013, the Planning Department issued an addendum to the FEIR concluding that the FEIR and related documents were still valid even proposed changes to the project's phasing, subsequently proposed after the initial approvals.

**GENERAL PLAN REFERRAL  
CANDLESTICK POINT HUNTERS POINT SHIPYARD  
PHASE II AUTOMATED WASTE COLLECTION SYSTEM**

**CASE NO. 2014.0391R**  
April 18, 2014

**GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION**

The Planning Department has found that the actions described above are consistent with, and further the approved Project, with the understanding that further consideration of the exact design of the facilities will be part of the ongoing design review process. As noted above, under Planning Commission Motion No. 18101, the Planning Commission made master General Plan and Planning Code Section 101.1 in conjunction with the master Project approvals. Because the proposed actions described above are consistent with the approved Project, which was found to be consistent with the General Plan and Planning Code section 101.1, these actions are hereby consistent with the General Plan and Planning Code section 101.1 (Planning Commission Motion 18101 and Exhibit A are attached).

<b>RECOMMENDATION:</b> Finding the Project, on balance, in-conformity with the General Plan
---



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Resolution No. 18101

HEARING DATE: JUNE 3, 2010

*Date:* May 20, 2010  
*Case No.:* 2007.0946BEMRTUZ  
*Project:* Candlestick Point – Hunters Point Shipyard Phase 2  
 General Plan Findings and Planning Code Section 101.1 Findings  
*Location:* Candlestick Point and Hunters Point Shipyard  
*Staff Contact:* Mat Snyder – (415) 575-6891  
 mathew.snyder@sfgov.org  
*Recommendation:* Adopt the Findings

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

Fac:  
415.558.6409

Planning  
Information:  
415.558.6377

ESTABLISHING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO AND WITH SECTION 101.1 OF THE CITY PLANNING CODE FOR THE CANDLESTICK POINT HUNTERS POINT SHIPYARD PHASE 2 DEVELOPMENT PROJECT INCLUDING AMENDMENTS TO THE BAYVIEW HUNTERS POINT REDEVELOPMENT PLAN, THE HUNTERS POINT SHIPYARD REDEVELOPMENT PLAN AND FOR VARIOUS ACTIONS NECESSARY FOR THE IMPLEMENTATION OF THE PROJECT.

WHEREAS, The Planning Department (“Department”), Redevelopment Agency (“Agency”), the Office of Economic and Workforce Development (“OEWD”) with many other City Departments have been working to transform Candlestick Point and the Hunters Point Shipyard from their current underutilized nature into a vibrant, high-density, mixed-use, transit-oriented neighborhoods that will provide public benefits to both the existing residents and the City as a whole;

The Bayview Hunters Point has one of the highest concentrations of very low-income residents and one of the highest unemployment rates in San Francisco, and public health in the area has generally been poor compared to the rest of San Francisco. Bayview Hunters Point has very few quality public parks and open spaces that provide active recreation facilities for neighborhood youth, and is in need of affordable housing and business and job opportunities for its residents. The area remains under-served by transit and basic neighborhood-serving retail and cultural amenities. The betterment of the quality of life for the residents of the Bayview Hunters Point community is one of the City’s highest priorities;

Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by the Yosemite Slough and South Basin. Together, they comprise about 702 acres, and make up the largest area of underused land in the City. The Candlestick Point area comprises approximately 281 acres and Hunters Point Shipyard Phase 2 area comprises approximately 402 acres. Candlestick Point is



Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point  
Shipyards Phase 2 General Plan Findings  
and Planning Code Section 101.1  
Findings

generally comprised of the 49ers Football Stadium and parking lot, the Candlestick Point State Recreation Area (CPSRA) (excluding the Yosemite Slough portion of the Park), the Alice Griffith Housing development, along with privately held parcels to the southwest of the stadium site between Bayview Hill and Jamestown Avenue, and privately held parcels between the stadium and the CPSRA. The Hunters Point Shipyards portion of the project is comprised of a majority of the former Naval Shipyards except for the portion currently being developed as "Phase 1", also often referred to as "Parcel A";

The Hunters Point Shipyards was once a thriving, major maritime industrial center that employed generations of Bayview Hunters Point residents. Following World War II, the Shipyards was a vital hub of employment in the Bayview Hunters Point, providing logistics support, construction and maintenance for the United States Department of the Navy. At its peak, the Shipyards employed more than 17,000 civilian and military personnel, many of whom lived in Bayview Hunters Point. The United States Navy ceased operations at the Shipyards in 1974 and officially closed the base in 1988. The Shipyards was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list. In 1993, following designation of the Shipyards by the City's Board of Supervisors as a redevelopment survey area, the City and the Redevelopment Agency began a community process to create a plan for the economic reuse of the Shipyards and the remediation and conveyance of the property by the Navy; and

In planning for the redevelopment of the Shipyards, the City and the Redevelopment Agency worked closely with the Hunters Point Citizen's Advisory Committee ("CAC"). The CAC is a group of Bayview Hunters Point community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the Shipyards. The Agency has worked with the CAC and the community throughout the process of implementing revitalization activities regarding the Shipyards; and

In July 1997, the Board of Supervisors adopted a Redevelopment Plan for revitalization of the Shipyards. The Hunters Point Redevelopment Plan contemplated the development of a mix of residential, commercial, cultural, research and development and light industrial uses, with open space around the waterfront perimeter; and

Since its selection by the Redevelopment Agency, the Shipyards developer has worked with the City, the Agency, and the Navy to facilitate the redevelopment and economic reuse of the Shipyards. In 2003, the Shipyards developer and the Agency entered into the Hunters Point Shipyards Phase I Disposition and Development Agreement (DDA), under which the Shipyards developer is constructing infrastructure for up to 1,600 residential units on Parcel A of the Shipyards, of which approximately 30 percent will be affordable. The Phase I DDA also requires the Shipyards developer to create approximately 25 acres of public parks and open space on Parcel A.

As described above, Candlestick Point includes, among other things: (a) the City-owned stadium, currently named Candlestick Park, which is home to the San Francisco 49ers and is nearing the end of its useful life; (b) the Alice B. Griffith Housing Development, also known as Double Rock, and (c) the Candlestick Point State Recreation Area.

Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point  
Shipyards Phase 2 General Plan Findings  
and Planning Code Section 101.1  
Findings

In June, 1997, San Francisco voters adopted two measures (Propositions D and F) providing for the development by the 49ers or their development partners of a new stadium, a related 1,400,000 square foot entertainment and retail shopping center, and other conditional uses including residential uses. The voters approved up to \$100 million of lease revenue bonds to help finance the proposed development of the new stadium.

In June 2006, following a 10-year planning process, the Board of Supervisors adopted a Redevelopment Plan for the Bayview Hunters Point Project Area that includes Candlestick Point. The primary objective of the Redevelopment Plan is to revitalize the Bayview Hunters Point community through economic development, affordable housing and community enhancement programs for the benefit of existing residents and community-based businesses. The policies and programs of the Redevelopment Plan incorporate community goals and objectives expressed in a Concept Plan that the Bayview Hunters Point Project Area Committee ("PAC") adopted in 2000, following hundreds of community planning meetings. The PAC is a body that was formed in 1997 through a public election by Bayview Hunters Point voters to work with the Redevelopment Agency and the City and represent the interests of the Bayview Hunters Point community in planning for the area's future. The Agency has continued to work through the PAC and with the community throughout the process of implementing revitalization activities under the Redevelopment Plan.

The Alice B. Griffith Housing Development, built in the early 1960s and operated by the San Francisco Housing Authority, needs substantial improvement. An important component of the Project is to provide one-for-one replacement of Alice B. Griffith units at existing low income levels and to ensure that existing tenants have the right to move to the new upgraded units without being displaced until the replacement units are ready for occupancy.

In 1983, the City donated land at Candlestick Point to the State of California to form the Candlestick Point State Recreation Area with the expectation that the State would develop and implement a plan for improving the park land. The Recreation Area has the potential to be a tremendous open space recreational resource for the region and for the residents of Bayview Hunters Point. But it has not reached its potential due to limited State funding and a challenging configuration. The long-term restoration and improvement of the Candlestick Point State Recreation Area has been a long-term goal of the residents of Bayview Hunters Point, the City, and the State.

For over a decade, the redevelopment of Candlestick Point and the Shipyards has proceeded on parallel, though largely separate, paths. But over the last four years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. A primary objective of both the Hunters Point Shipyards Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by developing the under-used lands within the two project areas. Combining the planning and redevelopment of these two areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and

Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point  
Shipyards Phase 2 General Plan Findings  
and Planning Code Section 101.1  
Findings

provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas.

In May, 2007, the Board of Supervisors adopted and the Mayor approved a resolution approving a Conceptual Framework for the integrated development of Candlestick Point and Phase 2 of the Hunters Point Shipyards ("the Project"). The Conceptual Framework, which is the basis for the last three years of planning for the Project, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new housing units, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyards, and a site for a potential new stadium for the 49ers on the Shipyards.

In furtherance of the Conceptual Framework, in April 2007, the San Francisco Recreation and Parks Commission adopted a resolution requesting the Redevelopment Agency to include the existing stadium site under the Exclusive Negotiations Agreement. In May 2007, the Redevelopment Agency and the Shipyards developer (whose members were reconstituted) entered into a Second Amended and Restated Exclusive Negotiations and Planning Agreement related to Phase II of the Shipyards Redevelopment Plan, which extended the Shipyards developer's exclusive negotiating rights to cover Candlestick Point.

On June 3, 2008, the San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize the Project site. As set forth in Proposition G, the project is designed to revitalize the Project Site by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyards for existing artists, (e) elevating the site into a regional center for green development and the use of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving retail and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term, but without requiring the revitalization project to be delayed if the 49ers do not timely decide to build a stadium in the project site or decide to build a new stadium elsewhere.

In October 2009, the State Legislature approved and the Governor signed and filed Senate Bill No. 792 (SB 792). SB 792, enacted as Chapter 2003 of the Statutes of 2009 in January of 2010, provides for the reconfiguration of the Candlestick Point State Recreation Area and improvement of the State park lands, in connection with the development of the Project.

The Project will include (a) 10,500 residential units, approximately 32 percent of which (3,345) will be offered at below market rates, (b) approximately 327 to 336 acres of new and improved public parks and open space, (c) 885,000 square feet of regional and neighborhood-serving retail space, (d) 255,000 square feet of new and renovated studio space for Shipyards

Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point - Hunters Point  
Shipyards Phase 2 General Plan Findings  
and Planning Code Section 101.1  
Findings

artists, including an arts education center within a new "Arts District" supporting the vibrant artist community, (e) 2,650,000-5,000,000 square feet of commercial, light industrial, research and development and office space, including space for the United Nations Global Compact Center, (f) 100,000 square feet of community uses, (g) new public and community facilities on the Shipyards and Candlestick Point, (h) improved land and supporting infrastructure for a new football stadium for the San Francisco 49ers, including necessary parking areas and transportation improvements, with alternative uses that either shift some residential uses from Candlestick Point to the Shipyards and expands by up to 500,000 square feet commercial uses on some of the areas of the Shipyards currently reserved for stadium uses or expand research and development uses by 2,500,000 square feet on the Shipyards if the 49ers do not avail themselves of the opportunity to build a new stadium on the Shipyards, (i) a 10,000 seat arena on Candlestick Point, (j) a hotel, (k) a 300 slip Marina, and (l) a bicycle and pedestrian bridge over Yosemite Slough, that can be used for game day automobile travel in the event the stadium is constructed.

In order to implement the Project the Agency has prepared and transmitted to the Planning Commission proposed amendments to the Bayview Hunters Point and Hunters Point Shipyards Redevelopment Plans. Among other things, these amendments increase tax increment financing limits, revise the land use controls, and limit new impact fees imposed on the Project. The amendment to the Shipyards Plan also provides that a portion of the research and development square footage entitlement be given priority for Proposition M (Planning Code Sections 320-325) office space allocation with certain conditions. Additionally, the Amendment to the Bayview Hunters Point Redevelopment Plan designates Candlestick Point as Zone 1 of the Project Area. In addition to amendments to the Redevelopment Plans, amendments to the City's General Plan, Planning Code and Zoning Maps are necessary to find the Redevelopment Plans consistent with the General Plan.

Pursuant to Section 33346 of the California Health and Safety Code regarding California Redevelopment Law, the planning policies and objectives and land uses and densities of the Redevelopment Plans must be found consistent with the General Plan prior to Redevelopment Plan approval by the Board of Supervisors.

The Charter of the City and County of San Francisco requires certain legislative actions to be found in conformity with the General Plan and Section 101.1 of the Planning Code.

The Planning Commission wishes to facilitate the physical, environmental, social and economic revitalization of the Bayview Hunters Point and Hunters Point Shipyards, using the legal and financial tools of a Redevelopment Plan, while creating jobs, housing and open space in a safe, pleasant, attractive and livable mixed use neighborhood that is linked rationally to adjacent neighborhoods.

The proposed Bayview Hunters Point and Hunters Point Shipyards Redevelopment Plans, as amended, provide for a type of development, intensity of development and location of development that is consistent with the overall goals and objectives and policies of the General

Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point - Hunters Point  
Shipyards Phase 2 General Plan Findings  
and Planning Code Section 101.1  
Findings

Plan as well as the Eight Priority Policies of Section 101.1, as expressed in the findings contained in Exhibit A to this resolution.

On June 3, 2010, by Motion No. 18096, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA").

On June 3, 2010 by Resolution No. 18102, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyards Redevelopment Plan, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth.

As part of the implementation of the Project, the Board of Supervisors is considering a number of actions, including but not limited to the following: adoption of amendments to the General Plan, Planning Code, and Zoning Map; adoption of the amendments to the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyards Redevelopment Plan; approval of the Interagency Cooperation Agreement for the Project (which includes a Joint Facilities Agreement); approval of a Public Trust Exchange Agreement with the San Francisco Port, Redevelopment Agency and State Lands Commission, and a land transfer agreement with the Redevelopment Agency and San Francisco Recreation and Park; adoption of amendments to the Health Code, the Public Works Code, the Building Code, and the Subdivision Code; and approval of a Tax Allocation Agreement with the Redevelopment Agency.

Drafts of these documents and proposed Board of Supervisors' Resolutions and Ordinances are contained in Planning Department file for Case 2007.0946BEMTRUZ;

The drafts of the documents for Board action may be modified prior to final action by the Board of Supervisors.

The proposed General Plan, Planning Code and Zoning Map amendments provide for the adoption of the proposed amendments to the Bayview Hunters Point and the Hunters Point Shipyards Redevelopment Plans.

The drafts of the proposed amendments to the Bayview Hunters Point and the Hunters Point Shipyards Redevelopment Plans set forth plans and objectives for the revitalization of the area.

The proposed Interagency Cooperation Agreement sets forth a framework for cooperation between the City and the Redevelopment Agency in administering the process for approval of all applicable land use, development, construction, improvement, infrastructure, occupancy and use requirements relating to the areas covered by the Redevelopment Plans.

The Public Trust Exchange Agreement settles certain boundary and title disputes related to the common law public trust for commerce, navigation, and fisheries ("Public Trust"), and

**Resolution No. 18101**  
**Hearing Date: June 3, 2010**

**Case No 2007.0946BEMTZRU**  
**Candlestick Point – Hunters Point**  
**Shipyards Phase 2 General Plan Findings**  
**and Planning Code Section 101.1**  
**Findings**

establishes and reconfigures the location of the lands subject to the Public Trust and lands free of the Public Trust, in furtherance of the Project and the reconfiguration of Candlestick Point State Recreation Area.

The Recreation and Park land transfer agreement provides for the transfer of City-owned land within the Candlestick site to the Redevelopment Agency for development of the Project, consistent with Proposition G.

The draft amendments to the Health Code and related amendments to the Public Works Code and the Building Code create a framework for the San Francisco Department of Public Health to oversee and monitor compliance with environmental requirements at the Hunters Point Shipyards.

The draft amendments to the Subdivision Code provide the terms and conditions under which subdivision and parcel maps will be approved in the Project area.

The proposed Tax Allocation Agreement provides for an irrevocable pledge of net available tax increment from the Project site to the Redevelopment Agency, for the purpose of financing the construction of public infrastructure and certain other public improvements in the Project site.

The Commission is not required to approve all of the Board Actions, but must consider whether the implementation of the Bayview Hunters Point and the Hunters Point Shipyards Plan Redevelopment Plans, as amended, which the Board actions contemplate, is consistent with the General Plan, as it is proposed to be amended, and with Planning Code Section 101.1.

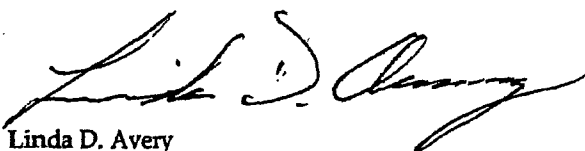
The Commission has reviewed the analysis of the consistency of the Redevelopment Plans, as amended, and the various implementation actions with the City's General Plan, as it is proposed to be amended, and with Section 101.1 of the Planning Code, which consistency analysis has been prepared by Planning Department staff and is set forth in Exhibit A to this Resolution.

Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point - Hunters Point  
Shipyard Phase 2 General Plan Findings  
and Planning Code Section 101.1  
Findings

NOW, THEREFORE, BE IT RESOLVED, That the Planning Commission finds that the amendments to the Bayview Hunters Point Redevelopment Plan, the Shipyard Redevelopment Plan, and the Board actions identified above as necessary to implement the Project are consistent with the General Plan, as it is proposed to be amended, and with Section 101.1 of the Planning Code as described in Exhibit A to this Resolution.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on June 3, 2010.



Linda D. Avery  
Commission Secretary

AYES: Commissioners Antonini, Borden, Lee, Miguel

NOES: Commissioners Moore, Olague, Sugaya

ABSENT: None

ADOPTED: June 3, 2010

**Exhibit A**  
**To Planning Commission Resolution No. 18101**

**Candlestick Point – Hunters Point Shipyard Phase 2 Development Project**  
**General Plan Findings and Planning Code Section 101.1 Findings**

The following constitute findings that the Candlestick Point – Hunters Point Shipyard Phase 2 Development Project (the Project) is, on balance, consistent with the General Plan and Planning Code Section 101.1.

These findings consider, and are conditioned upon, all required Planning Commission actions related to the Project including, but not limited to, adoption of Planning Code text and map amendments (Planning Code Amendments); amendments to the General Plan, including amendments to the Bayview Hunters Point Area Plan, adoption of the Candlestick Point Sub-Area Plan, and adoption of the Hunters Point Shipyard Area Plan (General Plan Amendments); and adoption of the amendments to the Bayview Hunters Point Redevelopment Plan (BVHP Redevelopment Plan) and the Hunters Point Shipyard Redevelopment Plan (Shipyard Redevelopment Plan) and approval of the Candlestick Point and Hunters Point Shipyard Phase 2 Design for Development Documents and corresponding technical amendments to the Hunters Point Shipyard Phase 1 Design for Development Document.

Additionally, these findings will apply to other Project actions and related documents including, but not limited to the Planning Cooperation Agreement, Real Property Transfer Agreement between the Redevelopment Agency and the City and County of San Francisco for certain City property at Candlestick Point (“Recreation and Park Land Transfer Agreement”), Interagency Cooperation Agreement, amendments to the Subdivision Code, amendments to the Health Code and related amendments to the Public Works Code and Building Code and the Public Trust Exchange Agreement.

**BAYVIEW HUNTERS POINT AREA PLAN**

*The Bayview Hunters Point Area Plan (BVHP Area Plan) provides broad principles, objectives, and policies for community development in the Bayview neighborhood. The BVHP Area Plan discusses the need to arrest the demographic decline of the African American population; provide economic development and jobs, particularly for local residents; eliminate health and environmental hazards including reducing land use conflicts; provide additional housing, particularly affordable housing; provide additional recreation, open space, and public service facilities, and better address transportation deficiencies by offering a wider range of transportation options.*

*As a part of the adopted General Plan amendments (Planning Commission Resolution No. 18098), the BVHP Area Plan was amended to implement the Project and reflect the fact that four years have passed since the BVHP Area Plan was last updated. Most significantly, a new Candlestick Point Subarea Plan was adopted as part of this Area Plan.*



*The Project, including General Plan Amendments / Planning Code text and map Amendments and all other Project documents referenced in these findings, are consistent with and implements the following BVHP Area Plan's Objectives and Policies.*

- OBJECTIVE 1** STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.
- OBJECTIVE 4** DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.
- POLICY 4.1** Develop a comprehensive network and schedule of roadway improvements to assure that Bayview maintains an adequate level of service at key intersections as the residential and work force population in the district increases.
- POLICY 4.2** Develop the necessary improvements in public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park, and to and from Downtown and other parts of the region.
- POLICY 4.5** Create a comprehensive system for pedestrian and bicycle circulation.
- POLICY 4.6** Provide convenient regional access to Candlestick Park stadium without negatively impacting nearby residential streets.
- OBJECTIVE 5** PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.
- POLICY 5.2** Conserve the existing supply of Federally subsidized lower income housing.
- POLICY 5.3** Conserve and enhance the existing supply of public housing.
- OBJECTIVE 6** ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT.
- POLICY 6.1** Encourage development of new moderate density affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

- POLICY 6.4 Encourage development of new affordable housing on the ridge portion of Hunters Point Shipyard to help improve the residential character and circulation pattern of the Hunters Point residential area.
- POLICY 6.5 In the vicinity of Bayview Hill, encourage well-sited housing development that complements the natural areas and open space, as well as provides for local economic development.
- OBJECTIVE 8 STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.
- POLICY 8.2 Achieve reuse of Hunters Point Shipyard.
- OBJECTIVE 10 ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.
- POLICY 10.1 Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas.
- POLICY 10.3 Recognize, protect, and enhance cultural resources of native populations as an integral imprint on the land use pattern of Bayview Hunters Point.
- OBJECTIVE 11 IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF BAYVIEW HUNTERS POINT
- POLICY 11.1 Recognize and enhance the distinctive features of Bayview Hunters Point as an interlocking system of diverse neighborhoods.
- POLICY 11.2 Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.
- OBJECTIVE 12 PROVIDE AND MAINTAIN ADEQUATELY LOCATED, WELL DESIGNED, FULLY EQUIPPED RECREATION FACILITIES AND ENCOURAGE THEIR USE.
- POLICY 12.1 Make better use of existing facilities.
- POLICY 12.3 Renovate and expand Bayview's parks and recreation facilities, as needed.
- OBJECTIVE 13 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE OF BAYVIEW HUNTERS POINT UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER NON-OPEN SPACE USES REQUIRING A WATERFRONT LOCATION.

- POLICY 13.1      Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving visual and physical access to the water in conformance with urban design policies.
- POLICY 13.2      Maintain and improve the quality of existing shoreline open space.
- POLICY 13.3      Complete the San Francisco Bay Trail around the perimeter of the City which links open space areas along the shoreline and provides for maximum waterfront access.
- POLICY 13.4      Provide new public open spaces along the shoreline -- at Islais Creek, Heron's Head, India Basin, Hunters Point Shipyard, and Candlestick Point/South Basin.
- OBJECTIVE 14     ASSURE ADEQUATE NUMBERS, TYPES, AND LOCATIONS OF COMMUNITY FACILITIES AND SERVICES TO MEET THE NEEDS OF THE LOCAL COMMUNITY.
- POLICY 14.1      Assure adequate maintenance programming and resident utilization of existing multi-purpose community facilities.
- OBJECTIVE 15     COMBINES SOCIAL REVITALIZATION WITH PHYSICAL AND ECONOMIC REVITALIZATION EFFORTS.

*The Project is consistent with and implements the Bayview Hunters Point Area Plan as it is proposed to be amended by the General Plan Amendment. It provides development that provides a wide range of job opportunities and a wide range of new housing types and affordability levels; includes the rebuilding of Alice Griffith assuring existing residents the ability to stay at the site; improves the shoreline and links the existing community to the Bay with a better network of connections and access; and enhances transportation opportunities. The Project will come with a robust package of community benefits including job training and placement programs for Bayview and San Francisco residents.*

*The Project calls for new fully integrated and holistically planned mixed use neighborhoods at Candlestick Point and Hunters Point Shipyard with different land programming than what was previously envisioned. However, in keeping generally with existing Objectives and Policies within the BVHP Area Plan, the Project includes complementary uses in near proximity to each other; a full complement of uses for residents, workers, and visitors; and thus, a reduced need for automobile trips. The Project includes a transportation system that can accommodate the increased density while reducing automobile use. The Project includes generous amount of open space programmed and designed for a broad range of users and activities along with a flexible approach to community facilities.*

**HOUSING ELEMENT**

*The principle objectives of the Housing Element are to provide new housing; retain the existing supply; enhance physical conditions and safety without jeopardizing use or affordability; support affordable housing production by increasing site availability and capacity; increase the effectiveness and efficiency of the affordable housing production system; protect the affordability of existing housing; expand financial resources for permanently affordable housing; ensure equal access; avoid or mitigate hardships imposed by displacement; reduce homelessness and the risk of homelessness in coordination with relevant agencies and providers; pursue place making and neighborhood building principles in increasing the supply of housing; and strengthen citywide affordable housing programs through coordinated regional and state efforts.*

*The Project is consistent with and implements the following objectives and policies of the Housing Element:*

- OBJECTIVE 1 TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.
- POLICY 1.5 Support development of affordable housing on surplus public lands.
- POLICY 1.6 Create incentives for the inclusion of housing, particularly permanently affordable housing, in new commercial development projects.
- POLICY 1.9 Require new commercial developments and higher educational institutions to meet the housing demand they generate, particularly the need for affordable housing for lower income workers and students.
- OBJECTIVE 4 SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY
- POLICY 4.1 Actively identify and pursue opportunity sites for permanently affordable housing.
- POLICY 4.2 Include affordable units in larger housing projects.
- POLICY 4.6 Support a greater range of housing types and building techniques to promote more economical housing construction and potentially achieve greater affordable housing production.
- POLICY 5.2 Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.

- POLICY 5.3 Create greater public awareness about the quality and character of affordable housing projects and generate community-wide support for new affordable housing.
- POLICY 6.2 Ensure that housing developed to be affordable is kept affordable.
- POLICY 6.5 Monitor and enforce the affordability of units provided as a condition of approval of housing projects.
- OBJECTIVE 7 EXPAND THE FINANCIAL RESOURCES AVAILABLE FOR PERMANENTLY AFFORDABLE HOUSING.
- POLICY 7.1 Enhance existing revenue sources for permanently affordable housing.
- OBJECTIVE 8 ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.
- POLICY 8.1 Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.
- POLICY 8.3 Ensure affirmative marketing of affordable housing.
- POLICY 8.4 Encourage greater economic integration within housing projects and throughout San Francisco.
- POLICY 8.6 Increase the availability of units suitable for users with supportive housing needs.
- POLICY 8.8 Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.
- POLICY 8.9 Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.
- OBJECTIVE 9 AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT
- POLICY 9.1 Minimize the hardships of displacement by providing essential relocation services.
- POLICY 9.2 Offer displaced households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.

- POLICY 11.2      Ensure housing is provided with adequate public improvements, services, and amenities.
- POLICY 11.3      Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.
- POLICY 11.10     Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

*The Project is consistent with and implements the Housing Element in that it accommodates up to 10,500 units of high density housing at Candlestick Point and Hunters Point Shipyard combined. The Project will supply a greater percentage of units to be dedicated for work force and affordable housing than would otherwise be required in the Planning Code. The rebuilding of the Alice Griffith Housing development, including the provision of at least one-to-one replacement housing at the development's existing affordability levels while at the same time ensuring against displacement of existing residents, is a key feature of the Project. Finally, the Project includes a full complement of supporting uses, including job-creating uses, recreational opportunities, and transportation alternatives.*

#### **COMMERCE AND INDUSTRY**

*The principle objectives for Commerce & Industry are to manage economic growth and change, maintain a sound and diverse economic base and fiscal structure, provide expanded employment opportunities for city residents particularly the unemployed and underemployed in a wide range of fields and levels, improve viability of existing businesses as well as attract new businesses – particularly in new industries, and assure entrepreneurial opportunities for local businesses.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1      MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.
- POLICY 1.2      Assure that all commercial and industrial uses meet minimum, reasonable performance standards.
- POLICY 1.3      Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The land use maps within the Candlestick Point Sub-Area Plan and the Hunters Point Shipyard Area Plan establish where office, retail, research and development, and light-industrial uses can be located. The BVHP Redevelopment Plan and the Shipyard Redevelopment Plan identify square footage caps for*

*commercial uses. These together serve as the commercial land use and density maps for Candlestick Point and Hunters Point Shipyard.*

- OBJECTIVE 2**      **MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.**
- POLICY 2.1**      Seek to retain existing commercial and industrial activity and to attract new such activity to the city.
- POLICY 2.3**      Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.
- OBJECTIVE 3**      **PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.**
- POLICY 3.1**      Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.
- POLICY 3.2**      Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.
- POLICY 3.3**      Emphasize job training and retraining programs that will impart skills necessary for participation in the San Francisco labor market.
- POLICY 3.4**      Assist newly emerging economic activities.
- OBJECTIVE 4**      **IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.**
- POLICY 4.1**      Maintain and enhance a favorable business climate in the city.

- POLICY 4.2            Promote and attract those economic activities with potential benefit to the City.
- POLICY 4.5            Control encroachment of incompatible land uses on viable industrial activity.
- OBJECTIVE 5            REALIZE SAN FRANCISCO'S FULL MARITIME POTENTIAL.
- POLICY 5.8            Encourage maritime activity which complements visitor activity and resident recreation.
- POLICY 5.9            Redevelop Hunters Point Shipyard to provide employment in the industrial, maritime industrial, research & development, and cultural sectors, consistent with the Hunters Point Shipyard Redevelopment Plan.

*To ensure economic success along with greater overall job opportunities, the Project includes a wide possible range of commercial job-generating uses, including green technology, research and development, and light industrial uses. In addition, the proposed amendments to the Shipyard Redevelopment Plan also provide for cultural and maritime activities (a 300-slip marina) to take advantage of the shipyard's shoreline location.*

*The newly adopted HPS Area Plan and the amended BVHP Redevelopment Plan and amended Shipyard Redevelopment Plan together provide a revised land-use program for Hunters Point Shipyard that allows for light-industrial, research and development, and cultural uses, residential development, and maritime activities (i.e. a 300-slip marina) that are complementary to the mixed use nature of the Project and the visitor-attracting objectives for the shoreline.*

- OBJECTIVE 6            MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.
- POLICY 6.1            Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.



- POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society
- POLICY 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.
- POLICY 6.5 Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

*The General Plan Amendments and the amendments to the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan provide for a balance of commercial and residential uses, and the need to assure robust multi-modal transportation.*

- POLICY 6.7 Promote high quality urban design on commercial streets.
- POLICY 6.9 Regulate uses so that traffic impacts and parking problems are minimized.

*The Project is consistent with and implements the Commerce and Industry Element by creating approximately 10,000 permanent jobs and thousands of ongoing construction job opportunities throughout the build out of the Project. Both the Candlestick Point Subarea Plan and the Hunters Point Shipyard Area Plan contain policies that call for the commercial development on underutilized land that will include between 2.65 and 5 million square feet of research and development and office uses in addition to several other job creating uses. Furthermore, the Project includes a robust community benefit package of job training and placement commitments from the developer.*

#### **RECREATION AND OPEN SPACE ELEMENT**

*The principle objectives of the Recreation and Open Space Element are to preserve large areas of open space sufficient to meet the long-range needs of the Bay Region, develop and maintain a diversified and balanced citywide system of high quality public open space, provide a continuous public open space along the shoreline, and provide opportunities for recreation and the enjoyment of open space in every neighborhood.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1 PRESERVE LARGE AREAS OF OPEN SPACE SUFFICIENT TO MEET THE LONG-RANGE NEEDS OF THE BAY REGION.

- POLICY 1.1 Protect the natural character of regional open spaces and place high priority on acquiring open spaces noted for unique natural qualities.
- POLICY 1.3 Increase the accessibility of regional parks by locating new parks near population centers, establishing low user costs, improving public transit service to parks and creating regional bike and hiking trails.
- OBJECTIVE 2 DEVELOP AND MAINTAIN A DIVERSIFIED AND BALANCED CITYWIDE SYSTEM OF HIGH QUALITY PUBLIC OPEN SPACE.
- POLICY 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.
- POLICY 2.2 Preserve existing public open space.
- POLICY 2.3 Preserve sunlight in public open spaces.
- POLICY 2.6 Make open spaces accessible to people with special needs.
- POLICY 2.7 Acquire additional open space for public use.
- POLICY 2.8 Develop a recreational trail system that links city parks and public open space, ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.
- POLICY 2.9 Maintain and expand the urban forest.
- POLICY 2.12 Expand community garden opportunities throughout the City.
- POLICY 2.13 Preserve and protect significant natural resource areas.
- OBJECTIVE 3 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER USES REQUIRING A WATERFRONT LOCATION.
- POLICY 3.1 Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms with urban design policies.
- POLICY 3.2 Maintain and improve the quality of existing shoreline open space.

- POLICY 3.3 Create the Bay and Coastal Trails around the perimeter of the City which links open space along the shoreline and provides for maximum waterfront access.
- POLICY 3.5 Provide new public open spaces along the shoreline.
- OBJECTIVE 4 PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.
- POLICY 4.5 Require private usable outdoor open space in new residential development.
- POLICY 4.6 Assure the provision of adequate public open space to serve new residential development.
- POLICY 4.7 Provide open space to serve neighborhood commercial districts.

*The Project is consistent with and implements the Recreation and Open Space Element in that it includes approximately 336 acres of open space to be created, preserved, or improved in conjunction with new development. The Project includes a wide mix of open space and recreational opportunities including an improved and reconfigured Candlestick Point State Recreation Area (as authorized through SB 792). The Project also includes a wide distribution of City parks that would include playing fields and courts, community gardens, and dog runs among other activities. Generous amounts of land are to be improved or restored as natural areas. The Project provides for a continuous series of open spaces along the shoreline with the Bay Trail being one of its main features.*

*The Project does include tall buildings (towers) within both Candlestick Point and Hunters Point Shipyard. Design guidelines and development standards included in the Design for Development documents dictate careful and thorough consideration of the placement of towers relative to the open space network, so that impacts are minimized on balance. Any towers that could potentially impact properties under the jurisdiction of the Department of Recreation and Parks would be required to complete shadow studies to assure that they meet the requirements of Planning Code Section 295.*

### **TRANSPORTATION**

*The Transportation Element is largely concerned with the movement of people and goods. It addresses the need for multi-modal streets and facilities, implementation of the City's transit-first policy, the need to limit parking and auto capacity on the roads, and ways to incentivize travel by transit, bike and by foot. It also addresses the relationship between transportation and land use and how the two should be coordinated to reduce the need for auto trips.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1 MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO

AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION  
WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT  
OF THE BAY AREA.

- POLICY 1.1      Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.
- POLICY 1.2      Ensure the safety and comfort of pedestrians throughout the city.
- POLICY 1.3      Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.
- POLICY 1.4      Increase the capacity of transit during the off-peak hours.
- POLICY 1.5      Coordinate regional and local transportation systems and provide for interline transit transfers.
- POLICY 1.6      Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
- OBJECTIVE 2      USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.
- POLICY 2.1      Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.
- POLICY 2.2      Reduce pollution, noise and energy consumption.
- POLICY 2.4      Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.
- POLICY 2.5      Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.
- POLICY 2.6      In conversion and re-use of inactive military bases, provide for a balanced, multi-modal transportation system that is consistent with and complementary to the planned land use and the local and regional transportation system.

- OBJECTIVE 9 IMPROVE BICYCLE ACCESS TO SAN FRANCISCO FROM ALL OUTLYING CORRIDORS.
- POLICY 9.2 Where bicycles are prohibited on roadway segments, provide parallel routes accessible to bicycles or shuttle services that transport bicycles.
- OBJECTIVE 11 ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.
- POLICY 11.1 Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel.
- POLICY 11.3 Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.
- OBJECTIVE 12. DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.
- POLICY 12.1 Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.
- POLICY 12.2 Build on successful efforts implemented at numerous private sector worksites, such as the downtown Transportation Brokerage Program and voluntary programs, and adapt such programs for application in new areas as appropriate.
- POLICY 12.3 Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.
- POLICY 12.4 Encourage private and public sector cooperation in the promotion of alternative work programs designed to reduce congestion and the number of automobile trips.
- OBJECTIVE 13 PROMOTE THE DEVELOPMENT OF MARKETING STRATEGIES THAT ENCOURAGE AND FACILITATE THE USE OF TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE FOR

SHOPPING, RECREATION, CULTURAL AND OTHER NON-WORK  
TRIPS.

- POLICY 13.1 Encourage the use of alternatives to the automobile for all age groups in the advertisement of business, recreational and cultural attractions by identifying their proximity to transit facilities and significant landmarks.
- OBJECTIVE 14 DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.
- POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal-light synchronization (consistent with posted speed limits) and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.
- POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.
- POLICY 14.4 Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.
- POLICY 14.8 Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.
- OBJECTIVE 15 ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.
- POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.
- OBJECTIVE 16 DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

- POLICY 16.1 Reduce parking demand through the provision of comprehensive information that encourages the use of alternative modes of transportation.
- POLICY 16.3 Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City.
- POLICY 16.4 Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking.
- POLICY 16.5 Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses
- POLICY 16.6 Encourage alternatives to the private automobile by locating public transit access and ride-share vehicle and bicycle parking at more close-in and convenient locations on-site, and by locating parking facilities for single-occupant vehicles more remotely.
- OBJECTIVE 18 ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.
- POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.
- POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:
- Sidewalk bulbs and widenings at intersections and street entrances;
  - Lane off-sets and traffic bumps;
  - Narrowed traffic lanes with trees, landscaping and seating areas; and
  - colored and/or textured sidewalks and crosswalks.
- POLICY 18.5 Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.
- OBJECTIVE 20 GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND

EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO  
AUTOMOBILE USE.

- POLICY 20.1 Give priority to transit vehicles based on a rational classification system of transit preferential streets
- POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.
- POLICY 20.3 Develop transit preferential treatments according to established guidelines.
- POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.
- POLICY 20.9 Improve inter-district and intra-district transit service.
- POLICY 20.14 Engage new technologies that will emphasize and improve transit services on transit preferential streets.
- OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.
- POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
- POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.
- POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

*The Project does contemplate the narrowing of sidewalks on a portion of Ingalls to assure adequate room for continued light-industrial on-street loading and parking while increasing the road's capacity to handle additional traffic from the development. Such action is necessary to implement several important objectives and policies of the Commerce and Industry Element, including improving viability of existing industry and maintenance of a diverse economic base. To harmonize these policies with those designed to protect pedestrian circulation, the Project minimizes the narrowing along Ingalls to the extent feasible.*



POLICY 23.4 Tow-away lanes should not be approved, and removal should be considered, if they impair existing and potential pedestrian usage and level of service on abutting sidewalks, as well as the needs of transit operation on the street.

POLICY 23.5 Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.

POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

POLICY 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.

POLICY 24.3 Install pedestrian-serving street furniture where appropriate.

POLICY 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", especially in neighborhoods deficient in open space.

OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

OBJECTIVE 27 ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 27.9 Identify and expand recreational bicycling opportunities.

POLICY 27.10 Accommodate bicycles in the design and selection of traffic control facilities.

POLICY 27.12 Ensure completion of the Bay Trail in San Francisco.

OBJECTIVE 28 PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

POLICY 28.1 Provide secure bicycle parking in new governmental, commercial, and residential developments.

POLICY 28.2 Provide secure bicycle parking at existing city buildings and facilities and encourage it in existing commercial and residential buildings.

- POLICY 28.3 Provide parking facilities which are safe, secure, and convenient.
- POLICY 28.5 Provide bicycle parking at major recreational facilities and at all large sports, cultural, or other heavily attended events.
- OBJECTIVE 30 ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.
- POLICY 30.1 Assure that new or enlarged parking facilities meet need, locational and design criteria.
- POLICY 30.2 Discourage the proliferation of surface parking as an interim land use, particularly where sound residential, commercial or industrial buildings would be demolished pending other development.

*The Candlestick Point Subarea Plan, the Hunters Point Shipyard Area Plan, the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan generally discourage surface parking, except in connection with the football stadium. However, as recognized in these plans, in some instances, surface parking may be appropriate on an interim basis through the phasing of the Project.*

- POLICY 30.7 Limit and screen from view from public access areas parking facilities over the water, and near the water's edge where such parking interferes with public access.
- OBJECTIVE 31 ESTABLISH PARKING RATES AND OFF-STREET PARKING FARE STRUCTURES TO REFLECT THE FULL COSTS, MONETARY AND ENVIRONMENTAL, OF PARKING IN THE CITY.
- POLICY 31.1 Set rates to encourage short-term over long term automobile parking.
- POLICY 31.3 Encourage equity between drivers and non-drivers by offering transit fare validations and/or cash-out parking programs where off-street parking is validated or subsidized.
- OBJECTIVE 34 RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.
- POLICY 34.1 Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

- POLICY 34.3 Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.
- OBJECTIVE 35 MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.
- POLICY 35.1 Provide convenient on-street parking specifically designed to meet the needs of shoppers dependent upon automobiles.
- POLICY 35.2 Assure that new neighborhood shopping district parking facilities and other auto-oriented uses meet established guidelines.

*The Project is consistent with and implements the Transportation Element in that it establishes land use patterns with complementary uses in close proximity to one another and uses are sensibly limited to planned transit, pedestrian, bicycle, and other transportation improvements. The Project includes new streets and transportation facilities that emphasize travel by transit, bike and by foot. It includes robust pedestrian streetscape improvements that make travelling by bike and by foot safe, comfortable and enjoyable. In addition, these improvements reach into existing neighborhoods so as to form a single urban fabric and transportation network encompassing the new development and the surrounding areas. The Project includes a dedicated right-of-way for transit to assure its prominence and reliability, including a direct connection to Hunters Point Shipyard over a new bridge over Yosemite Slough. The Project's Transportation Plan also calls for both the extension of an existing transit line, as well as new lines to serve worker populations. Such transit improvements will serve existing neighborhoods as well as the new development. The Project limits the number of off-street parking spaces and manages parking and loading in a strategic way to assure land use efficiency and urban design considerations over parking convenience.*

#### URBAN DESIGN PLAN

*The Urban Design Element addresses the physical character and order of the City. It establishes objectives and polices dealing with the city pattern, conservation (both of natural areas and historic structures), major new developments, and neighborhood environment. It discusses meeting "human needs", largely by assuring quality living environments, and by protecting and enhancing those characteristics of development that make San Francisco special.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

- POLICY 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.
- POLICY 1.2 Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.
- POLICY 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
- POLICY 1.4 Protect and promote large-scale landscaping and open space that define districts and topography.
- POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.
- POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.
- POLICY 1.7 Recognize the natural boundaries of districts, and promote connections between districts.
- OBJECTIVE 2 CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.
- POLICY 2.1 Preserve in their natural state the few remaining areas that have not been developed by man.

*The Project calls for the reconfiguration of the Candlestick Point State Recreation Area as provided for in SB 792. While there would be a small net reduction in acreage to the State Park, the Candlestick Point Sub-Area Plan calls for full improvement of these shoreline park and open space areas, including substantial area that is currently unimproved, offers limited access, and is only used periodically for stadium parking. The Project thus enables a fully realized Candlestick Point State Recreation Area, consistent with the vision set forth in SB 792 and the State Parks General Plan. Furthermore, the Project would accommodate the creation of an additional 240 acres of parks and open space in addition to the Candlestick Point State Recreation Area.*

- POLICY 2.2 Limit improvements in other open spaces having an established sense of nature to those that are necessary, and unlikely to detract from the primary values of the open space.
- POLICY 2.3 Avoid encroachments on San Francisco Bay that would be inconsistent with the Bay Plan or the needs of the city's residents.

- POLICY 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.
- POLICY 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.
- POLICY 2.8 Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings.
- POLICY 2.9 Review proposals for the giving up of street areas in terms of all the public values that streets afford.
- POLICY 2.10 Permit release of street areas, where such release is warranted, only in the least extensive and least permanent manner appropriate to each case.
- OBJECTIVE 3 MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.
- POLICY 3.1 Promote harmony in the visual relationships and transitions between new and older buildings.
- POLICY 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
- POLICY 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas.
- POLICY 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
- POLICY 3.7 Recognize the special urban design problems posed in development of large properties.
- POLICY 3.8 Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city.
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.
- POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.

- POLICY 4.2 Provide buffering for residential properties when heavy traffic cannot be avoided.
- POLICY 4.3 Provide adequate lighting in public areas.
- POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.
- POLICY 4.5 Provide adequate maintenance for public areas.
- POLICY 4.6 Emphasize the importance of local centers providing commercial and government services.
- POLICY 4.7 Encourage and assist in voluntary programs for neighborhood improvement.
- POLICY 4.8 Provide convenient access to a variety of recreation opportunities.
- POLICY 4.9 Maximize the use of recreation areas for recreational purposes.
- POLICY 4.10 Encourage or require the provision of recreation space in private development.
- POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.
- POLICY 4.12 Install, promote and maintain landscaping in public and private areas.
- POLICY 4.13 Improve pedestrian areas by providing human scale and interest.

*The Project is consistent with and implements the Urban Design Element in that it enables the establishment of new vibrant mixed-use neighborhoods on currently underutilized land. Pursuant to the policies of the new Candlestick Point Sub-Area Plan, Bayview Hunters Point Area Plan, and amendments to the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan, development patterns typical of San Francisco would be applied to the new neighborhoods. These would include but not be limited to: the extension of the existing street grid, incorporation of ample open space with a wide variety of configurations and programming, particular attention placed on the design of streets and other public realm elements, with particular attention given to how buildings interface with the public realm, and emphasis on pedestrian and bicyclist safety and comfort in the design of the streets.*

*The Project would be large scale in nature. However, the development standards and design guidelines contained in the Design for Development documents ensure that the development fits within its San Francisco context. Policies within these regulating plans call for fine-grained networks of typical San Francisco-sized blocks, a wide variety of building types and sizes, and the need to provide a human-scale*

*interface with the street and public realm. To assure that large buildings and towers do not overwhelm their surroundings, the Design for Development documents contain policies that require a full host of design and siting considerations including, but not limited to, the following: (1) the effect of such buildings on shadows, wind, and views; (2) the aesthetic effect of large buildings and towers on the surrounding streets; (3) the perception of such buildings from afar; and (4) the relationship of such buildings to geographic features such as Bayview Hill, Hunters Point Hill, and the surrounding Bay.*

*In keeping with the Urban Design Element's preservation related objectives and policies, the Shipyard Redevelopment Plan and its associated documents calls for the preservation of several significant buildings and the construction of a heritage park that will, among other things, commemorate the Shipyard's history. The Project proposes that other cultural elements be incorporated into the design, including elements that will celebrate the local African-American population and the Shipyard's existing artists.*

#### **ENVIRONMENTAL PROTECTION ELEMENT**

*The Environmental Protection Element is concerned with protecting the natural environment within San Francisco's urban context. The element provides objectives and policies for the following topics: the Bay, ocean and shoreline, air, fresh water, land, flora and fauna, transportation noise, and energy.*

*The following objectives and policies are relevant to the Project:*

**OBJECTIVE 1**     **ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.**

Policy 1.1        Conserve and protect the natural resources of San Francisco.

Policy 1.2        Improve the quality of natural resources.

Policy 1.3        Restore and replenish the supply of natural resources.

Policy 1.4        Assure that all new development meets strict environmental quality standards and recognizes human needs.

**OBJECTIVE 3**     **MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.**

Policy 3.1        Cooperate with and otherwise support regulatory programs of existing regional, state, and federal agencies dealing with the Bay, ocean, and shorelines.

Policy 3.2        Promote the use and development of shoreline areas consistent with the General Plan and the best interests of San Francisco.

- OBJECTIVE 7      ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.
- POLICY 7.1      Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.
- POLICY 7.3      Require that filling of land adhere to the highest standards of soils engineering consistent with the proposed use.
- OBJECTIVE 8      ENSURE THE PROTECTION OF PLANT AND ANIMAL LIFE IN THE CITY.
- Policy 8.1      Cooperate with and otherwise support the California Department of Fish and Game and its animal protection programs.
- Policy 8.2      Protect the habitats of known plant and animal species that require a relatively natural environment.
- Policy 8.3      Protect rare and endangered species.
- OBJECTIVE 10     MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS.
- OBJECTIVE 11     PROMOTE LAND USES THAT ARE COMPATIBLE WITH VARIOUS TRANSPORTATION NOISE LEVELS.
- Policy 11.1      Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use.
- Policy 11.3      Locate new noise-generating development so that the noise impact is reduced.
- OBJECTIVE 15     INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.
- POLICY 15.3      Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

*The Project is consistent with and implements the Environmental Protection Element in that it calls for mixed-use, high density, transit-friendly, sustainable development. Moreover, the Project provides for the improvement and restoration of approximately 261 acres along the shoreline. A reconfiguration of the Candlestick Point State Park Recreation Area has been authorized under SB 792 to accommodate these improvements. The Candlestick Point – Hunters Point Shipyard Phase II Environmental Impact Report (*



CP-HPS II EIR) considers potential impacts to biological resources, air quality, noise emissions, hazardous material and shoreline related land uses, among many other topics. The CP-HPS II EIR concludes that any potential impacts to biological resources can be mitigated to less than significant levels. The CP-HPS II EIR reaches similar conclusions regarding hazardous material, water quality, and energy. Development of the neighborhoods envisioned in the amended Bayview Hunters Point Redevelopment Plan and Hunters Point Redevelopment Plan would be required to meet City, Regional, State and Federal regulations regarding the protection of potentially vulnerable biological resources, hazardous material clean-up, water quality, emission standards for air quality and noise. The CP- HPS II EIR identifies potential significant and unavoidable impacts regarding noise and air pollutant emissions; these impacts are largely traffic and construction related and are substantially due to the Project's scale and intensity. The Project and all related City approvals are nonetheless consistent with the Environmental Protection Element as the Project satisfies and implements the preponderance of Element's objectives and policies: the Project furthers the Element's emphasis on the need to coordinate land use and transportation and on efficient, compact, and sustainable development; the Project furthers the Element's encouragement of improving and restoring the shoreline and other open spaces.

#### COMMUNITY FACILITIES ELEMENT

The Community Facilities element addresses police facilities, neighborhood center facilities, fire facilities, library facilities, public health facilities, and touches upon educational facilities, institutional facilities (colleges, etc.) wastewater facilities, and solid waste facilities.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 3      ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO  
NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES
- POLICY 3.6      Base priority for the development of neighborhood centers on relative need.
- OBJECTIVE 4      PROVIDE NEIGHBORHOOD CENTERS THAT ARE RESPONSIVE TO THE  
COMMUNITY SERVED.
- POLICY 4.1      Assure effective neighborhood participation in the initial planning, ongoing  
programming, and activities of multi-purpose neighborhood centers
- OBJECTIVE 5      DEVELOPMENT OF A SYSTEM OF FIREHOUSES WHICH WILL MEET  
THE OPERATING REQUIREMENTS OF THE FIRE DEPARTMENT IN  
PROVIDING FIRE PROTECTION SERVICES AND WHICH WILL BE IN  
HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH  
ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT  
AND TRANSPORTATION PROVIDED FOR A OTHER SECTIONS OF THE  
GENERAL PLAN

**OBJECTIVE 6** DEVELOPMENT OF A PUBLIC LIBRARY SYSTEM IN SAN FRANCISCO WHICH WILL MAKE ADEQUATE AND EFFICIENT LIBRARY SERVICE FREELY AVAILABLE TO EVERYONE WITHIN THE CITY, AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR IN OTHER SECTIONS OF THE GENERAL PLAN

*The Project is consistent with and implements the Community Facilities Element in that it provides for mixed-use development that includes public uses and community facilities. The Project generally calls for a flexible approach to providing community facilities. It includes approximately 50,000 square feet at Hunters Point Shipyard, along with an additional 50,000 square feet at Candlestick Point that could be used for a wide range of community uses. Among the currently identified uses would be a fire station at Hunters Point Shipyard and a library reading room. The Project also includes a community benefit package that would address needs for educational and health facilities. Because of the long build-out of the Project, the ability to program individual parcels has been largely left open to assure that the appropriate community facility can be identified when the needs arise.*

**PUBLIC SAFETY ELEMENT**

**OBJECTIVE 2** REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS.

**POLICY 2.1** Assure that new construction meets current structural and life safety standards.

**POLICY 2.3** Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.

**POLICY 2.9** Consider information about geologic hazards whenever City decisions that will influence land use, building density, building configurations or infrastructure are made.

**POLICY 2.12** Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.

*The Project is consistent with and implements the Community Safety Element. All improvements, including infrastructure, buildings and open space improvements will be constructed to local seismic standards, taking into account, among other considerations, the geological condition of the soil and where applicable, remediation activity. The Project is proposed to be built to accommodate sea level rise due to global warming.*

### ARTS ELEMENT

*The Arts Element is concerned with, among other things, providing guiding principles for the City and County of San Francisco relative to the arts; validating and increasing the role of the arts as a major economic force in the region, and protecting arts organizations and artists through the adoption of policies that will withstand changes in political climate.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE I-1 RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF SAN FRANCISCO
- POLICY I-3.3 Strive for the highest standards of design of public buildings and grounds and structures placed in the public right of way.
- POLICY III-1.3 Protect and assist in the creation of artists' live/work spaces
- POLICY III-2.2 Assist in the improvement of arts organizations' facilities and access in order to enhance the quality and quantity of arts offerings
- OBJECTIVE VI-1 SUPPORT THE CONTINUED DEVELOPMENT AND PRESERVATION OF ARTISTS' AND ARTS ORGANIZATIONS' SPACES.
- POLICY VI-1.6 Insure the active participation of artists and arts organizations in the planning and use of de-commissioned military facilities in San Francisco.
- POLICY VI-1.11 Identify, recognize, and support existing arts clusters and, wherever possible, encourage the development of clusters of arts facilities and arts related businesses throughout the city.

*The Project is consistent with and implements the Arts Element in that it provides for the preservation and improvement of the existing Hunters Point artist colony (Building 101) along with the reconstruction of other Shipyard artists studios so as to provide approximately 255,000 square feet of improved artist studio and related arts space. The Project locates this space within a central Hunters Point Shipyard village center cultural district with an emphasis on arts-related uses. In addition, the Design for Development documents, which include governing development standards and design guidelines governing the Project, require development of a high quality public realm.*

### AIR QUALITY ELEMENT

*The Air Quality Element is concerned, in part, with reducing the level of pollutants in the air, thus protecting and improving public health, welfare and the quality of life of the citizens of San Francisco and*

*the residents of the metropolitan region. It emphasizes that opportunities for economic growth in the area can be enhanced through implementation of transportation, land use and other policies in harmony with clean air goals.*

*The following objectives and policies are relevant to Project:*

- OBJECTIVE 3**      **DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.**
- POLICY 3.1**      Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.
- POLICY 3.2**      Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development
- POLICY 3.6**      Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system
- POLICY 3.8**      Promote the development of non-polluting industries and insist on compliance with established industrial emission control regulations by existing industries.
- POLICY 3.9**      Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals
- OBJECTIVE 5**      **MINIMIZE PARTICULATE MATTER EMISSIONS FROM ROAD AND CONSTRUCTION SITES.**
- POLICY 5.1**      Continue policies to minimize particulate matter emissions during road and building construction and demolition.
- OBJECTIVE 6**      **LINK THE POSITIVE EFFECTS OF ENERGY CONSERVATION AND WASTE MANAGEMENT TO EMISSION REDUCTIONS.**
- POLICY 6.2**      Encourage recycling to reduce emissions from manufacturing of new materials in San Francisco and the region.

*The Project is consistent with and implements the Air Quality Element in that it calls for mixed-use, high density, multi-modal, sustainable development that will enable efficient use of land and encourage travel by*

Exhibit A to Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point Shipyard Phase 2  
General Plan Findings and Planning Code Section  
101.1 Findings

*transit, bicycle and by foot, thereby reducing auto use. The Design for Development documents governing development of the Project encourage other sustainable features including storm water "low-impact" development, energy-saving design, and robust tree planting and landscaping through the streets and open spaces. While the CP-HPS II EIR identifies potential significant and unavoidable impacts regarding air pollutant emissions, the impacts are largely traffic related, which, in turn, is substantially due to the Project's scale. The Project is nonetheless consistent with the Air Quality Element because it satisfies and implements the preponderance of Element's objectives and policies; most importantly, the Project furthers the Element's emphasis on coordinating land use and transportation and on efficient and compact development.*

**General Plan Priority Finding  
(Planning Code Section 101.1 Findings)**

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As described below, the Project is consistent with the eight priority policies set forth in Planning Code Section 101.1(b).

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

*The Project will preserve and enhance existing neighborhood serving retail uses. The Project includes 885,000 square feet of retail use, including 250,000 square feet of neighborhood serving retail across Candlestick Point and Hunters Point Shipyard. The proposed new retail will not unduly compete with existing neighborhood commercial districts. Indeed, the substantial new residential, research and development, and office uses to be developed as part of the Project will provide additional patrons for existing neighborhood commercial districts, including Third Street. As a part of the CP-HPS II EIR, an urban decay analysis was conducted to assure that the proposed new retail would not unduly compete and cause urban decay to surrounding retail clusters. The analysis concluded that the project would not cause such decay.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

*The Project includes new development on largely undeveloped and underutilized land; it does not call for the redevelopment of existing established neighborhoods. No existing dwelling units outside of Alice Griffith are being contemplated for demolition as part of the project. Alice Griffith will be rebuilt and will include replacement affordable housing units at the same affordable levels. The phasing of the reconstruction of Alice Griffith will ensure that eligible residents may move to their newly updated units from their existing homes without displacement off-site. Furthermore, the Project calls for the new developments to be integrated into the existing Bayview residential fabric by extending the existing street grid into the development, and extending proposed streetscape improvements into the existing neighborhood.*

3. That the City's supply of affordable housing be preserved and enhanced.

*The Project calls for development that would have a positive effect on the City's affordable housing stock. The Project would provide up to 10,500 new dwelling units. A*

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*All new construction would be subject to the City's Building Code, Fire Code and other applicable safety standards. Thus, the Project would improve preparedness against injury and loss of life in an earthquake by prompting development that would comply with applicable safety standards, unlike many of the aging existing buildings, particularly at the Shipyard.*

7. That landmarks and historic buildings be preserved.

*Structures found to be eligible for listing on the National Register of Historic Places, including Dry Docks 2, 3, and 4, the pumphouses (Buildings 205 and 140), the Gatehouse (Building 204), and the Tool Building (Building 207) would be preserved as the Hunters Point Shipyard Dry Dock and Naval Shipyard Historic District. Furthermore, the Project calls for the establishment for a Heritage Park that, among other things, will celebrate and commemorate the working history of the Shipyard. Buildings identified potential contributors to the Historic District would be further evaluated to determine the feasibility of their preservation and adaptive reuse. Thus, the Project would not adversely affect the preservation of landmarks and historic buildings, particularly in light of the other Priority Policies calling for creation of opportunities for resident employment and affordable housing*

8. That our parks and open space and their access to sunlight and vistas be protected from development.

*The Project would not adversely affect existing open spaces or their access to sunlight and vistas. The Project would include approximately 336 acres of open space (roughly half the land area of the site) including the improved Candlestick Point State Recreation Area, and development of new dual use sports fields as part of the stadium alternative. A reconfiguration of the Candlestick Point State Recreation Area has been authorized through SB 792 that will help with its ongoing planning, operation, and maintenance, as well as its integration into the redevelopment of Candlestick Point and the Hunters Point Shipyard. Parks and open space would be programmed for a wide variety of passive and active recreational opportunities and would assure all residents, workers, and visitors will have nearby access to open space. The Project includes extension of the City's street grid in a manner that will help assure preservation of public views to the Bay. In addition, the Design for Development documents call for the careful placement of tall buildings to guard against undo shadow and wind impacts to the public realm.*







## TASC MINUTES

### TRANSPORTATION ADVISORY STAFF COMMITTEE

Thursday, May 8, 2014 at 10:20 AM  
One South Van Ness Avenue, 7<sup>th</sup> Floor, Room #7023

SFMTA Sustainable Streets:		Harvey Quan
SFMTA Transit Operations:	Absent	
SFMTA Parking Enforcements:		Curtis Smith
Department of Public Works:		Rassendyll Dennis
		Ken Kwong
		Bernie Corry
San Francisco Police Department:		
SFMTA Taxi Services:	Absent	
San Francisco Planning Department:		Paul Chasan
		Maia Small
Francisco Fire Department:		Ketty Fedigan
Guests:		
		Norman Wong
		Jessica Kuo
		Andy Thornley
		Dave Valle-Schwenk
		Adam Gubser
		Cameron Beck
		Barbara Moy
		Ilene Dick
		Harry Pliskin
		Mairice Quillen
		Kathie Studwell
		Ken Kwong
		Luis Montoya



**MINUTES OF THE APRIL 24, 2014 MEETING**

The Committee adopted the Minutes.

**PUBLIC HEARING SCHEDULING – CONSENT CALENDAR**

The following Items for Public Hearing were considered routine by SFMTA Staff:

1. 16<sup>th</sup> Avenue at Kirkham Street – STOP Signs  
ESTABLISH – STOP SIGN  
16<sup>TH</sup> Avenue, southbound, at Kirkham Street, stopping the stem of this T-intersection  
Charmine Solla, 701-4579
  
2. Mariposa Street and Potrero Avenue – Residential Permit Parking Extension  
ESTABLISH – RESIDENTIAL PERMIT PARKING AREA W, 1 HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY  
Mariposa Street, both sides, between Utah Street and Potrero Avenue (2300 block)  
Potrero Avenue, east side, between Mariposa Street and 17<sup>th</sup> Street (400 block)  
Kathryn Studwell, 701-5708
  
3. Bryant Street, between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street – Residential Permit Parking Eligibility  
ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U ELIGIBILITY  
485 Bryant Street (Creates permit parking eligibility for this building; no signage changes)  
Kathryn Studwell, 701-5708
  
4. Citywide On-Street Car Share – Tow-Away No Stopping  
ESTABLISH – TOW-AWAY NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES
  - A. 4<sup>th</sup> Avenue, west side, from 12 feet to 32 feet north of Fulton Street, (20-foot zone for 1 car share parking permit space--G001)
  - B. 22<sup>nd</sup> Avenue, west side, from 1 foot to 17 feet north of Fulton Street (16-foot zone, for 1 car share parking permit space--C073)
  - C. 26<sup>th</sup> Avenue, west side, from Clement Street to 20 feet northerly (20-foot zone, for 1 car share parking permit space--G037)
  - D. Fulton Street, north side, from 5 feet to 25 feet east of 37<sup>th</sup> Avenue (20-foot zone, for 1 car share parking permit space--G041)
  - E. McAllister Street, north side, from 1 foot to 19 feet east of Arguello Boulevard (18-foot zone, for 1 car share parking permit space--C086)
  - F. Parker Avenue, east side, from Fulton Street to 8.5 feet northerly (8.5-foot zone, first northerly perpendicular spot, for 1 car share parking permit space--G010)
  - G. Stanyan Street, east side, from Golden Gate Avenue to 20 feet southerly (20-foot zone, for 1 car share parking permit space--G012)

- H. Clay Street, north side, from 10 feet to 27 feet east of Fillmore Street (17-foot zone removes Post IDs #359-24420 and #359-24400, for 2 car share parking permit spaces--C043 & C134)
- I. Fillmore Street, center, from 22.33 feet to 34 feet south of Bay Street, (11.33-foot zone, over the second angled parking space, for 1 car share parking permit space--G009)
- J. Fillmore Street, center, from Beach Street to 8.5 feet southerly (8.5-foot zone, first southerly perpendicular spot, for 1 car share parking permit space--G033)
- K. Laguna Street, east side, from 25 feet to 47 feet south of Union Street (20-foot zone removes Post ID #540-28280, for 1 car share parking permit space--G036)
- L. Pierce Street, east side, from Union Street to 20 feet northerly (20-foot zone, for 1 car share parking permit space--G034)
- M. Post Street, north side, from Franklin Street to 21 feet westerly (21-foot zone removes Post ID #614-13020, for 1 car share parking permit space--G080)
- N. Scott Street, west side, from Beach Street to 20 feet southerly (20-foot zone, for 1 car share parking permit space--G032)
- O. Vallejo Street, south side, from Octavia Street to 20 feet easterly (20-foot zone, for 1 car share parking permit space--G026)
- P. Webster Street, east side, from 23 feet to 45 feet north of Union Street (20-foot zone removes Post ID #722-29040, for 1 car share parking permit space--G035)
- Q. Clay Street, north side, from Davis Street to 18 feet easterly (18-foot zone removes Post ID #359-01260, for 1 car share parking permit space--G090)
- R. Grant Avenue, west side, from 57 feet to 79 feet south of Bush Street (22-foot zone removes Post ID #444-03550, for 1 car share parking permit space--G089)
- S. Grant Avenue, west side, from 15 feet to 34 feet south of Filbert Street (19-foot zone removes Post IDs #444-15290, for 1 car share parking permit space--C030)
- T. Green Street, south side, from Hyde Street to 8.5 feet easterly (8.5-foot zone, first perpendicular spot, for 1 car share parking permit space--G014)
- U. Greenwich Street, north side, from Grant Avenue to 20 feet westerly (20-foot zone, for 1 car share parking permit space--G016)
- V. Jackson Street, south side, from 10 feet to 32 feet east of Davis Street (22-foot zone removes Post ID #500-00970, for 1 car share parking permit space--G091)
- W. Mason Street, west side, from 1 foot to 39 feet north of California Street (38-foot zone, for 2 car share parking permit spaces--C023 & C125)
- X. Lombard Street, north side, from Powell Street to 20 feet easterly (20-foot zone, for 1 car share parking permit space--G015)

- Y. Washington Street, north side, from 10 feet to 34 feet west of Polk Street (24-foot zone removes Post ID #720-17040, for 1 car share parking permit space--C059)
- Z. 20<sup>th</sup> Avenue, east side, from Moraga Street to 10 feet southerly (10-foot zone, first angled parking space, for 1 car share parking permit space--G044)
- AA. 22<sup>nd</sup> Avenue, west side, from 20 feet to 29 feet south of Taraval Street (9-foot zone removes Post ID #122-24010, for 1 car share parking permit space--C070)
- BB. 23<sup>rd</sup> Avenue, east side, from 40 feet to 60 feet south of Judah Street (20-foot zone, for 1 car share parking permit space--G020)
- CC. 34<sup>th</sup> Avenue, west side, from 20 feet to 57 feet north of Judah Street (37-foot zone, for 2 car share parking permits--Z113 & Z008)
- DD. 36<sup>th</sup> Avenue, west side, from 1 foot to 21 feet north of Judah Street (20-foot zone, for 1 car share parking permit space--C098)
- EE. 45<sup>th</sup> Avenue, west side, from 20 feet to 40 feet south of Judah Street (20-foot zone, for 1 car share parking permit space--G021)
- FF. Irving Street, south side, from 24<sup>th</sup> Avenue to 11 feet westerly (11-foot zone, first perpendicular spot, removes Post ID #490-23010, for 1 car share parking permit space--G006)
- GG. Lawton Street, south side, from 8.5 feet to 17 feet east of 28<sup>th</sup> Avenue (20-foot zone, 2nd easterly perpendicular spot, for 1 car share parking permit space--G042)
- HH. Moraga Street, north side, from 15 feet to 35 feet east of 27<sup>th</sup> Avenue (20-foot zone immediately east of fire curb, for 1 car share parking permit space--G043)
- II. Noriega Street, south side, from 45<sup>th</sup> Avenue to 8.5 feet westerly (8.5-foot zone, first angled parking space, for 1 car share parking permit space--G008)
- JJ. Central Avenue, east side, from 17 feet to 51 feet north of Hayes Street (34-foot zone, for 2 car share parking permits-Z110 & Z045)
- KK. Cole Street, west side, from Frederick Street to 16 feet northerly (for 1 car share parking permit space--C076)
- LL. Ivy Street, north side, from Laguna Street to 38 feet westerly (38-foot zone, for 2 car share parking permits--Z060 & Z103)
- MM. Haight Street, north side, from Divisadero Street to 20 feet easterly (20-foot zone, first 20 feet after end of fire curb, for 1 car share parking permit space--G003)
- NN. Hayes Street, north side, from Baker Street to 35 feet easterly (for 2 car share parking permit spaces--C006 & C111)
- OO. Laguna Street, east side, from 7 feet to 25 feet south of Grove Street (18-foot zone, for 1 car share parking permit space--C041)

- PP. Linden Street, south side, from 8 feet to 43 feet west of Gough Street (35-foot zone, for 2 car share parking permits--Z061 & Z107)
- QQ. O'Farrell Street, south side, from 53 feet to 74 feet west of Fillmore Street (20-foot zone removes Post ID #593-17050, for 1 car share parking permit space--G076)
- RR. Octavia Street, east side, from 30 feet to 50 feet north of Fell Street (20-foot zone, for 1 car share parking permit space--G024)
- SS. Page Street, south side, from 1 foot to 35 feet west of Pierce Street (34-foot zone, for 2 car share parking permit spaces--C002 & C108)
- TT. Parnassus Avenue, north side, from Clayton Street to 20 feet westerly (20-foot zone, for 1 car share parking permit space--G019)
- UU. Pierce Street, east side, from Haight Street to 36 feet northerly (36-foot zone, for 2 car share parking permits--Z051 & Z109)
- VV. Pine Street, north side, from Laguna Street to 20 feet easterly (20-foot zone, for 1 car share parking permit space--G028)
- WW. Shrader Street, west side, from 42 feet to 62 feet north of Haight Street, (20-foot zone removes Post ID #654-05250, for 1 car share parking permit space--G085)
- XX. Stanyan Street, east side, from 7 feet to 25 feet north of Haight Street, (18-foot zone removes Post ID #669-06780, for 1 car share parking permit space--G084)
- YY. Webster Street, west side, from 10 feet to 48 feet north of Page Street (38-foot zone, for 2 car share parking permit spaces--C001 & C107)
- ZZ. 4<sup>th</sup> Street, north side, from 22 feet to 56 feet west of Clara Street (18-foot zone removes Post ID #204-03390, for 1 car share parking permit space--G070)
- AAA. 7<sup>th</sup> Street, south side, from 153 feet to 175 feet west of Folsom Street (22-foot zone removes Post ID #207-02460, for 1 car share parking permit space--G002)
- BBB. 11<sup>th</sup> Street, west side, from 149 feet to 222 feet south of Market Street (73-foot zone removes Post ID #211-00160 and #211-00220, for 2 car share parking permits--C155 & C156)
- CCC. 14<sup>th</sup> Street, north side, from 16 feet to 56 feet east of Mission Street (40-foot zone removes Post IDs #214-02480 and #214-02460, for 2 car share parking permit spaces--C016 & C120)
- DDD. Hawthorne Street, south side, from 10 feet to 48 feet west of Folsom Street, (38-foot zone, for 2 car share parking permit spaces--C028 & C129)
- EEE. Hyde Street, east side, from 101 feet to 121 feet south of Geary Street (20-foot zone removes Post ID #472-05160, for 1 car share parking permit space--G059)
- FFF. Natoma Street, south side, from 20 feet to 39 feet west of 7<sup>th</sup> Street (19-foot zone, for 1 car share parking permit space--C040)

- GGG. Townsend Street, north side, from 185 feet to 206 feet east of 8<sup>th</sup> Street (21-foot zone removes Post ID #684-06680, for 1 car share parking permit space--G071)
- HHH. 4<sup>th</sup> Street, east side, from 15 feet to 35 feet south of Mission Rock Street (20-foot zone removes Post ID #204-12010, for 1 car share parking permit space--C048)
- III. Genessee Street, east side, from 19 feet to 59 feet south of Monterey Boulevard (40-foot zone, for 2 car share parking permits--Z076 & Z134)
- JJJ. 23<sup>rd</sup> Street, south side, from Church Street to 16 feet westerly (for 1 car share parking permit space--C046)
- KKK. 24<sup>th</sup> Street, north side, from 17 feet to 37 feet east of Sanchez Street (20-foot zone removes Post ID #224-38740, for 1 car share parking permit space--G099)
- LLL. Lapidge Street, east side, from 18<sup>th</sup> Street to 18 feet southerly (for 1 car share parking permit space--C042)
- MMM. Noe Street, east side, from Henry Street to 22 feet easterly (22-foot zone, individual parking inlet south of Henry Street intersection on east side, for 1 car share parking permit space -- G031)
- NNN. Noe Street, east side, from 17<sup>th</sup> Street to 16 feet southerly (for 2 perpendicular spaces, for 2 car share parking permit spaces--C033 & C131)
- OOO. San Jose Avenue, west side, from 23<sup>rd</sup> Street to 34 feet northerly (for 2 car share parking permit spaces--C019 & C122)
- PPP. 19<sup>th</sup> Street, south side, from 8 feet to 48 feet west of Capp Street (40-foot zone removes Post IDs #219-33290 and #219-33310, for 2 car share parking permit spaces--C015 & C119)
- QQQ. 22<sup>nd</sup> Street, north side, from 14 feet to 38 feet east of Treat Street (24-foot zone, for 1 car share parking permit space--C063)
- RRR. Brook Street, south side, from Mission Street to 18 feet westerly (for 1 car share parking permit space--C080)
- SSS. York Street, west side, from 2 feet to 20 feet north of 24<sup>th</sup> Street (18-foot zone removes Post ID #730-11980, for 1 car share parking permit space--C058)
- TTT. Pennsylvania Avenue, west side, from 41.5 feet to 58 feet south of 22<sup>nd</sup> Street (16.5-foot zone, over two angled parking spaces, for 2 car share parking permits--Z114 & Z068)
- UUU. Revere Avenue, north side, from 63 feet to 87 feet east of 3<sup>rd</sup> Street (24-foot zone removes Post IDs #641-16860, #641-16840, for 2 car share parking permit--Z021 & Z126)
- VVV. Tennessee Street, east side, from 18<sup>th</sup> Street to 9 feet northerly (9-foot zone, for 1 perpendicular parking space, for 1 car share parking permit space--C052)

WWW. Louisburg Street, west side, from 17 feet to 55 feet south of Geneva Ave (38-foot zone, for 2 car share parking permits--Z014 & Z130)

XXX. Onondaga Avenue, south side, from 14 feet to 52 feet west of Cayuga Avenue (38-foot zone, for 2 car share parking permit spaces--C104 & C151)  
Jessica Kuo, 701-2478

**No objection to all items.**

**FOR PUBLIC HEARING SCHEDULING – REGULAR CALENDAR**

1. Geary Street, between Powell Street and Mason Street – Tow-Away No Parking Anytime  
RESCIND – TOW-AWAY NO STOPPING ANYTIME, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY  
Geary Street, north side, between Powell Street and Mason Street

ESTABLISH – TOW-AWAY NO PARKING ANYTIME, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY  
Geary Street, north side, between Powell Street and Mason Street  
Chris Pangilinan, 701-4578

**No objection.**

2. Sansome Street at Lombard Street – Bus Zone  
ESTABLISH – PART-TIME BUS ZONE, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY  
Sansome Street, east side, from 20 feet to 64 feet south of Lombard Street (for Golden Gate Transit; affects meters #1428 and #1426).  
Dylan Garner, 581-5117

**No objection.**

3. Middle Point Road at Hare Street – STOP Signs  
ESTABLISH – STOP SIGN  
Middle Point Road at Hare Street, making this T-intersection an all-way STOP  
Jeffrey Tom, 701-5249

**Hold.**

4. Valencia Street, between Cesar Chavez Street and Duncan Street – Street Improvements
  - A. ESTABLISH – BULBOUT  
ESTABLISH – TOW-AWAY NO STOPPING ANYTIME  
Valencia Street, east side, from Mission Street to 37 feet northerly (widens sidewalk from 10 feet to 17 feet for a 37-foot long bulb-out)
  - B. ESTABLISH – CORNER BULB  
ESTABLISH – TOW-AWAY NO PARKING ANYTIME  
Valencia Street, east side, from 208 feet to 352 feet north of Mission Street (widens sidewalk from 10 feet to 24 feet for 144-foot long bulb)
  - C. ESTABLISH – BACK-IN ANGLED PARKING, 45-DEGREE  
Valencia Street, east side, from 37 feet to 190 feet north of Mission Street

- D. ESTABLISH – RAISED BUFFERED BIKEWAY  
Valencia Street, east side, between Duncan Street and Cesar Chavez Street
  - E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME  
Valencia Street, east side, from 25 feet to 75 feet south of Cesar Chavez Street (50' bikeway exit transition zone)
  - F. ESTABLISH – SIDEWALK WIDENING  
Valencia Street, west side, from Mission Street to 133 feet northerly (widens sidewalk from 10 feet to 53 feet; squaring off existing southbound approach)
  - G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME  
Valencia Street, west side, from Mission Street to 191 feet northerly
  - H. ESTABLISH – SIDEWALK WIDENING  
Valencia Street, west side, from 133 feet to 239 feet north of Mission Street (widens sidewalk from 10 feet to 14 feet)
  - I. ESTABLISH – SIDEWALK WIDENING  
ESTABLISH – TOW-AWAY NO STOPPING ANYTIME  
Valencia Street, west side, from Duncan Street to 136 feet southerly (widens sidewalk from 10 feet to 25 feet for a 15-foot bulb-out)
  - J. ESTABLISH – SIDEWALK WIDENING  
Valencia Street, west side, from Duncan Street to 41 feet northerly (widens sidewalk from 15 feet to 41 feet; corner Radius Reduction)
- EXTEND – BUS STOP  
Valencia Street, west side, from 75 feet to 275 feet south of Cesar Chavez Street (extending 100-foot zone to 200-foot zone)  
Adam Gubser, 701-4465

**No objection.**

- 5. Alemaný Boulevard at Ottawa Avenue – No Turn on Red  
ESTABLISH – NO TURN ON RED  
Alemany Boulevard, northbound, at Ottawa Avenue  
Dusson Yeung, 701-4553

**No objection.**

- 6. Chestnut Street at Fillmore Street – Bus Zone, Passenger Loading Zone  
EXTEND – BUS STOP  
Chestnut Street, north side, from 179 feet to 240 feet east of Fillmore Street (removes 3 parking spaces)
- ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 9:30 AM AND 3 PM TO 4 PM, SCHOOL DAYS  
Chestnut Street, north side, from 240 feet to 300 feet east of Fillmore Street (shifts existing zone 61 feet easterly)  
Darcie Alaba, 701-4545

**No objection.**



7. 1<sup>st</sup> Street at Stevenson Street – Bus Zones

EXTEND – PART-TIME BUS ZONE, MONDAY THROUGH FRIDAY, 10 AM TO 3 PM

1<sup>st</sup> Street, west side, from 11 feet to 74 feet south of Stevenson Street (extends bus zone hours to 5 AM to 3 PM)

Darcie Alaba, 701-4545

**No objection.**

8. Bay Street, between Fillmore Street and Octavia Street – Various Changes

A. RESCIND – NO RIGHT TURN ON RED

Bay Street, eastbound, at Laguna Street

B. ESTABLISH – SPEED HUMP

Bay Street, between Buchanan Street and Webster Street

C. ESTABLISH – RED ZONE

Bay Street, south side, from Fillmore Street to 25 feet westerly

D. ESTABLISH – TOW-AWAY NO PARKING ANYTIME

Bay Street, south side, from Fillmore Street to 80 feet easterly

E. ESTABLISH – PARALLEL PARKING

Bay Street, south side, from 80 feet to 163 feet east of Fillmore Street

Bay Street, north side, from 20 feet to 63 feet east of Fillmore Street

F. ESTABLISH – BIKE LANE

Cervantes Boulevard, eastbound, from Fillmore Street to 30 feet westerly

G. RESCIND – CLASS III BIKE ROUTE

Bay Street, both directions, between Laguna Street and Octavia Street

Cameron Beck, 749-2413

**No objection.**

**DISCUSSION, INFORMATIONAL AND OTHER ITEMS NOT SCHEDULED FOR SFMTA PUBLIC HEARING**

1. Hunter's Point Shipyard

A major encroachment permit is requested for Recology to place a new Trans Vac Automatic Waste Collection System in the future Hunters Point Shipyard Project area. The Trans Vac Automatic Waste Collection System (AWCS), is a network of buried 20" diameter pipes that will be placed under the City right-of-way. The facility will transport waste generated by residential, retail and commercial uses in Hunters Point for collection by garbage trucks at 3 above ground facilities. AWCS will replace the traditional waste system of multiple garbage trucks stopping to empty garbage, recycling and compost cans at multiple collection points. Rather the system will direct the waste to a centralized collection facility.

Norman Wong, 701-4600

**No objection.**

2. Van Ness Avenue from Mission Street to Lombard Street

The SFMTA presents the Van Ness Transit Corridor Improvement Project (formerly known as the Van Ness BRT Project), which will improve the transit riding and walking experience on Van Ness Avenue. This project includes a center running busway, bus platforms, traffic signal upgrades, utility upgrades, sidewalk improvements, and roadway improvements.

Ken Kwong, 701-4575

**TASC asked the question of sidewalk maintenance responsibilities especially if special materials are used.**

3. Polk Street, between McAllister Street and Union Street

The project will improve the safety, comfort and efficiency of walking, bicycling, and transit on Polk Street between Union and McAllister streets. The project includes new and enhanced bikeways, bulb-outs, red visibility curbs, turn restrictions and separate signal turning phasing, landscaping, and street lighting improvements. The purpose of the informational item is to explain the project need, provide an overview of the proposed measures, and request input on analysis that could be included with a future regular agenda item.

Cameron Beck, 749-2413

**TASC recommended consistent treatment of the proposed special signal phasing and proper outreach and education.**

City and County of San Francisco



Edwin M. Lee, Mayor  
Mohammed Nuru, Director

San Francisco Department of Public Works

Office of the Deputy Director & City Engineer, Fuad Sweiss  
Bureau of Street-Use & Mapping  
1155 Market Street, 3rd Floor  
San Francisco Ca 94103  
(415) 554-5810 ✉ www.sfdpw.org



Jerry Sanguinetti, Bureau Manager

### DPW Order No: 182695

Director's Decision Regarding the request from Recology for a Major Encroachment Permit (14ME-0004) to construct, occupy and operate the TransVac Automatic Waste Collection System (AWCS) within the Candlestick Point and Hunters Point Shipyard Phase II area.

The Department of Public Works (DPW) received a request from Farella Braun + Martel, agent for Recology, to construct, occupy and operate the TransVac Automatic Waste Collection System (AWCS) in the Hunters Point Shipyard/Candlestick Point Project area. The AWCS is a series of underground pipes that will collect garbage, recycle and compose and convey it to a central collection facility for sorting and disposal.

On April 18, 2014, DPW received confirmation from San Francisco Planning Department that the proposed permit is in conformity with the General Plans. The proposed was also heard at the Transportation Advisory Staff Committee (TASC) and there were no objections from the City agencies to the proposal. A notification was given to the public within 300' of the proposed encroachment for a public hearing scheduled by DPW for May 21, 2014.

During the notification period, DPW received inquiries from members of the public related to the nature and use of the proposed encroachment. One objection was received with no specific reasons to the objection. At the public hearing, staff provided information on the permit history and the approvals from the various City departments and agencies. The applicant provided a presentation on the proposed facility and members of the public spoke in support of this proposal.

Upon reviewing the application and documents contained in the DPW files, the Hearing Officer made a recommendation to approve the proposal and move this encroachment permit to the Board of Supervisors.

#### Recommendation:

To move the proposal to the full Board of Supervisors with a recommendation for approval from the Department based upon the following findings:

#### Finding:




San Francisco Department of Public Works  
Making San Francisco a beautiful, livable, vibrant, and sustainable city.

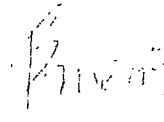
The proposed encroachment permit meets all DPW technical requirements for the occupation and operation of this Automatic Waste Collection System within the City's public right-of-way.

6/24/2014

6/24/2014

X 

Sanguinetti, Jerry  
Bureau Manager

X 

Sweiss, Fuad  
Deputy Director and City Engineer

6/24/2014

X Mohammed Nuru

Nuru, Mohammed  
Director, DPW



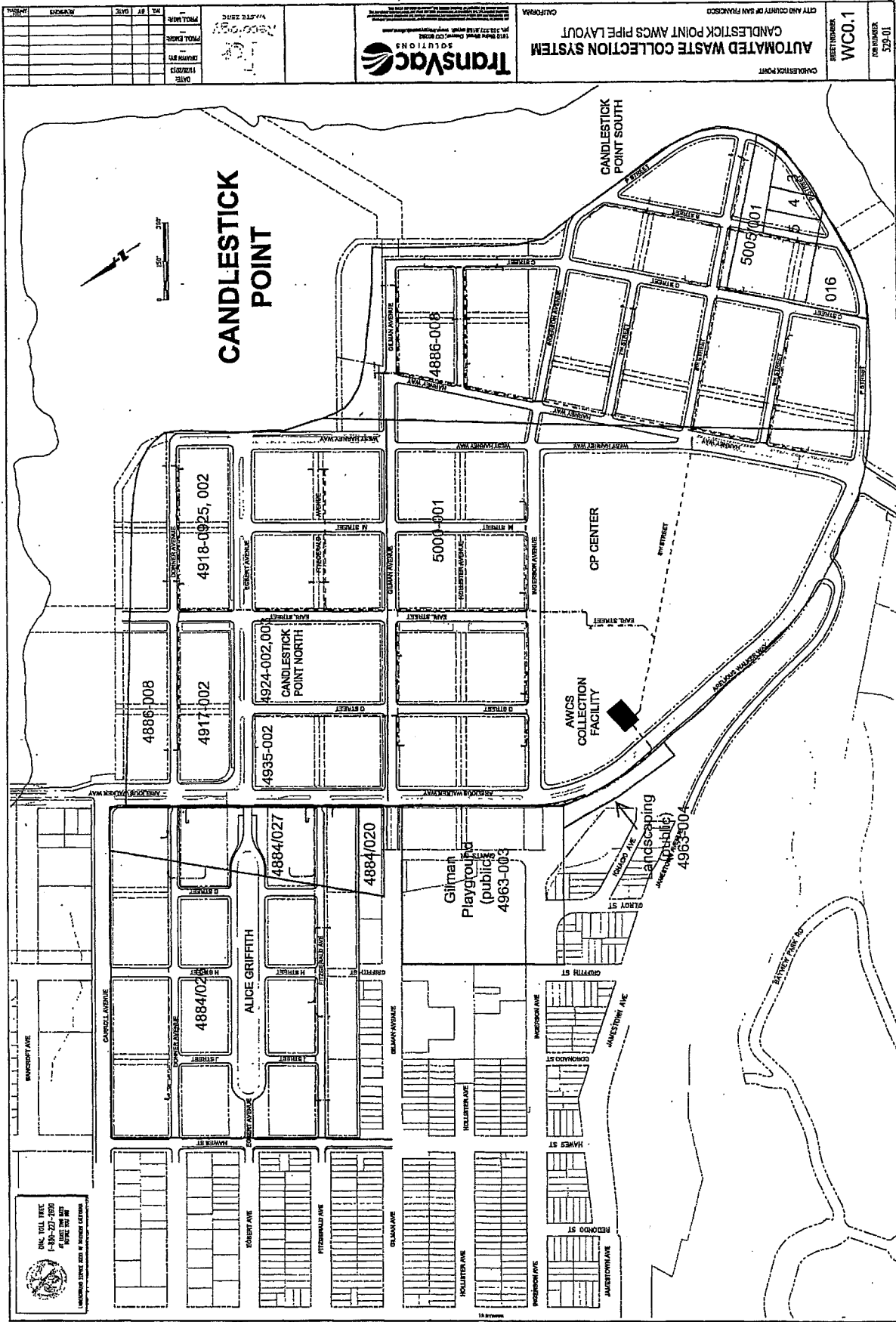
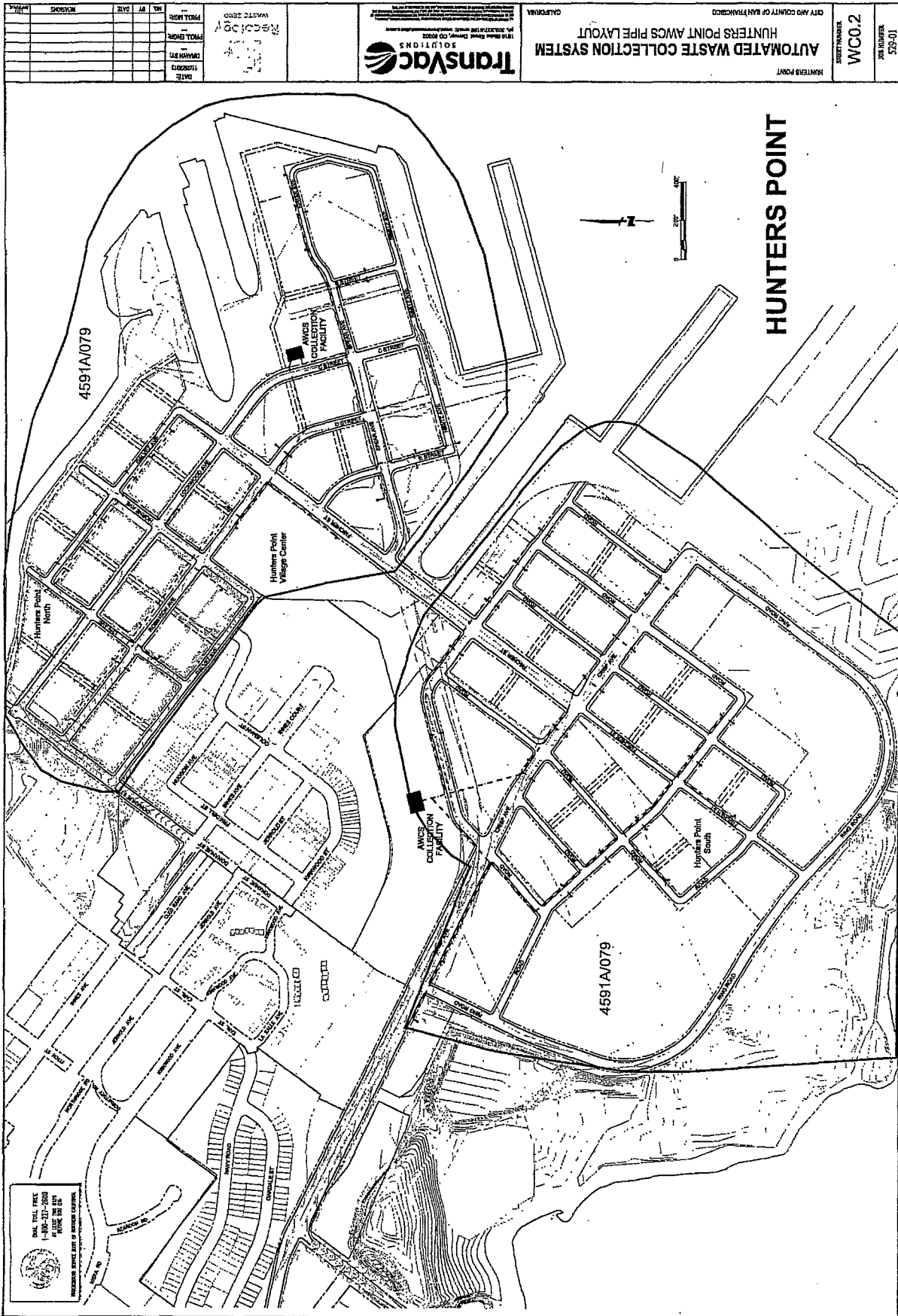


Exhibit B



DATE: _____		DRAWN BY: _____		PROJECT NO: _____		WASTE CODE: _____				CITY AND COUNTY OF SAN FRANCISCO <b>AUTOMATED WASTE COLLECTION SYSTEM</b> <b>HUNTERS POINT AWCS PIPE LAYOUT</b>		SHEET NUMBER <b>WC0.2</b>		JOB NUMBER <b>579-01</b>	
NO.	BY	DATE	REVISIONS												

SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS  
 1-800-337-2660  
 415-398-5700  
 WWW.SF.PUBLICWORKS.DEPARTMENT.CA.GOV

**CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS**

**STREET ENCROACHMENT AGREEMENT**

**WITNESSETH**

In consideration of the adoption by the Board of Supervisors of the City and County of San Francisco of Resolution No. \_\_\_\_\_ at its meeting of \_\_\_\_\_, a true copy of which is attached hereto marked Exhibit A, and subject to all the terms, conditions and restrictions of this Agreement, Permittee agrees that in accordance with this Agreement and Exhibit A:

1. Scope of Permit: The permitted encroachment is for the construction, installation, operation and maintenance of the pipes and other components of the Automated Waste Collection System ("AWCS"), to be built at a depth of up to 20 feet below grade in the areas shown in the plans submitted with the application. The components of the AWCS are owned by Permittee. The Permit shall constitute a revocable license and shall be assignable or transferable by Permittee only to subsequent owners of Permittee's business or transferees of Permittee's permit to haul garbage in San Francisco subject to the assignee or transferee satisfying all required permit terms. Any other assignment or transfer shall be subject to the written authorization of the DPW Director in his or her sole discretion and subject to any new terms or modifications to this permit that the DPW Director deems appropriate.

2. Abandon-in-place: In the event of a final administrative or judicial determination upholding the City's revocation, abandonment by Permittee, dissolution of Permittee or other circumstances under which the AWCS is no longer needed to provide solid waste disposal services to the Hunters Point or Candlestick Point communities, the pipes and other infrastructure constituting the AWCS shall be abandoned in place, without expense to the City and County of San Francisco, in a condition satisfactory to the Department of Public Works as follows.

Upon abandonment, the buried pipe for which Permittee is responsible for maintaining shall be backfilled with flowable fill materials. All above grade components will also be cut and capped to a depth that is satisfactory to the City. Upon completion of the backfill, the right-of-way shall be restored per Article 2.4 of the Public Works Code, DPW Order 178,940 (Regulations for Excavating and Restoring Streets In San Francisco) and any subsequent amendments.

3. Permittee Obligations: The occupancy, construction and maintenance of the encroachment shall be in the location and as specified by the plans submitted, revised, approved and filed with DPW. The Permittee, by acceptance of this permit, acknowledges its responsibility to comply with all requirements of the occupancy, construction and maintenance of the encroachment as specified in Public Works Code Section 786.

Installation of this encroachment will proceed in multiple major phases linked to the development of the Candlestick Point-Hunters Point Shipyard Project Area over a period of several years. The Permittee shall verify the locations of City and public service utility company facilities that may be affected by the work authorized by this permit during the period of

Code, DPW Order 178,940 (Regulations for Excavating and Restoring Streets In San Francisco) and any subsequent amendments.

(b) Repair and maintenance of laterals to the buildings. Permittee will be responsible for installing and repairing and maintaining the portion of the laterals running from the street to the property line. Owners and/or vertical developers of the adjacent lots are responsible for providing connections from the improvements to the encroachments and maintaining the same.

7. Indemnification of City. Permittee agrees on its behalf and that of any successor or assign to hold harmless, defend, and indemnify the City and County of San Francisco, including, without limitation, each of its commissions, departments, officers, agents and employees (hereinafter collectively referred to as the "City") from and against any and all losses, liabilities, expenses, claims, demands, injuries, damages, fines, penalties, costs or judgments including, without limitation, attorneys' fees and costs (collectively, "claims") of any kind allegedly arising directly or indirectly from (i) any act by, omission by, or negligence of, Permittee or its subcontractors, or the offices, agents or employees of either, while engaged in the performance of the work authorized by this Permit, or while in or about the property subject to this Permit for any reason connected in any way whatsoever with the performance of the work authorized by this Permit, or allegedly resulting directly or indirectly from the maintenance or installation of any equipment, facilities or structures authorized under this Permit, (ii) any accident or injury to any contractor or subcontractor, or any, officer, agent, or employee of either of them, while engaged in the performance of the work authorized by this Permit, or while in or about the property, for any reason connected with the performance of the work authorized by this Permit, or arising from liens or claims for services rendered or labor or materials furnished in or for the performance of the work authorized by this Permit, (iii) injuries or damages to real or personal property, good will, and persons in, upon or in any way allegedly connected with the work authorized by this Permit from any cause or claims arising at any time, and potentially falls within this indemnity provision, even if the allegations are or may be groundless, false or fraudulent, which obligations arises at the time such claim is tendered to Permittee by the City and continues at all times thereafter. Permittee agrees that the indemnification obligations assumed under this Permit shall survive expiration of the Permit or completion of work.

8. Insurance. Permittee shall obtain and maintain through the terms of this Permit insurance as the City deems necessary to protect the City against claims for damages for personal injury, accidental death and property damage allegedly arising from any work done under this Permit. Such insurance shall in no way limit Permittee's indemnity hereunder. Certificates of insurance, in form and with insurers satisfactory to the City, evidencing all coverages above shall be furnished to the City before commencing any operations under this Permit, with complete copies of policies furnished promptly upon City request.

Permittee will, at its own expense, maintain in full force and effect an insurance policy or policies issued by insurers with ratings comparable to A-VIII, or higher that are authorized to do business in the State of California, and that are satisfactory to the City. Approval of the insurance by City shall not relieve or decrease Permittee's liability hereunder.


Permittee must maintain in force, during the full term of the Agreement, insurance in the following amounts and coverages: Workers' Compensation, in statutory amounts, with

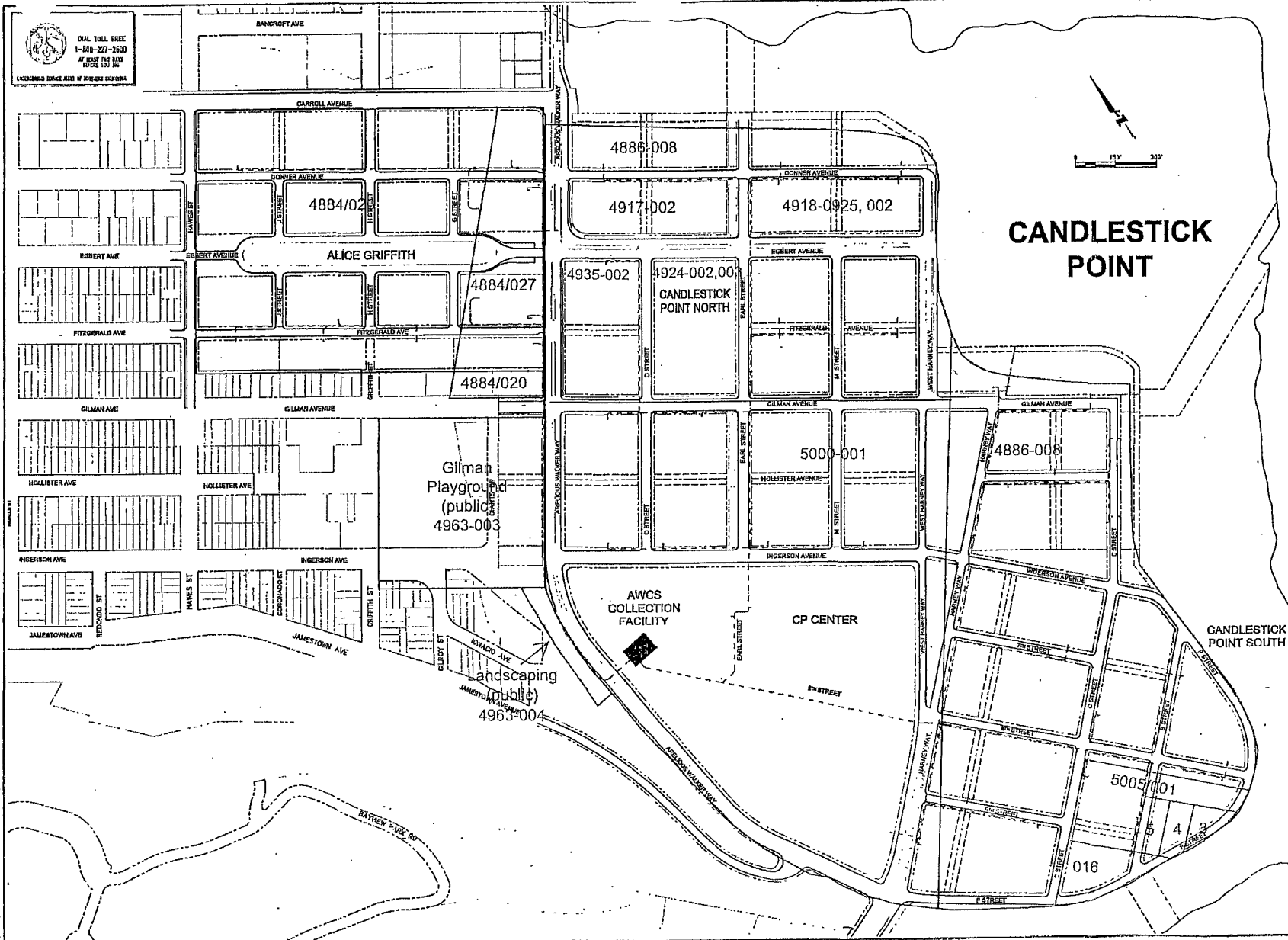


other indicia of improper functioning of the encroachment. The additional security shall be replenished by the permittee to ensure that a minimum \$25,000 is maintain during the life of the permit.

10. Possessory Tax. The Permittee or subsequent owners or transferees recognize and understand that this permit may create a possessory interest subject to property taxation and that the Permittee or subsequent owner or owners or transferees may be subject to the payment of such taxes.

11. Miscellaneous. The Permittee or subsequent owner or owners recognize the recordation of this permit. All of the provisions of this Agreement shall be deemed provisions of said Resolution. All of the provisions of said Resolution shall be deemed provisions of this Agreement.


 OVAL TOLL FREE  
 1-800-227-2600  
 ALWAYS USE MAPS  
 BEFORE YOU GO  
 ENCLOSURE SERVICE AREA W/ PRIVATE COLLECTION



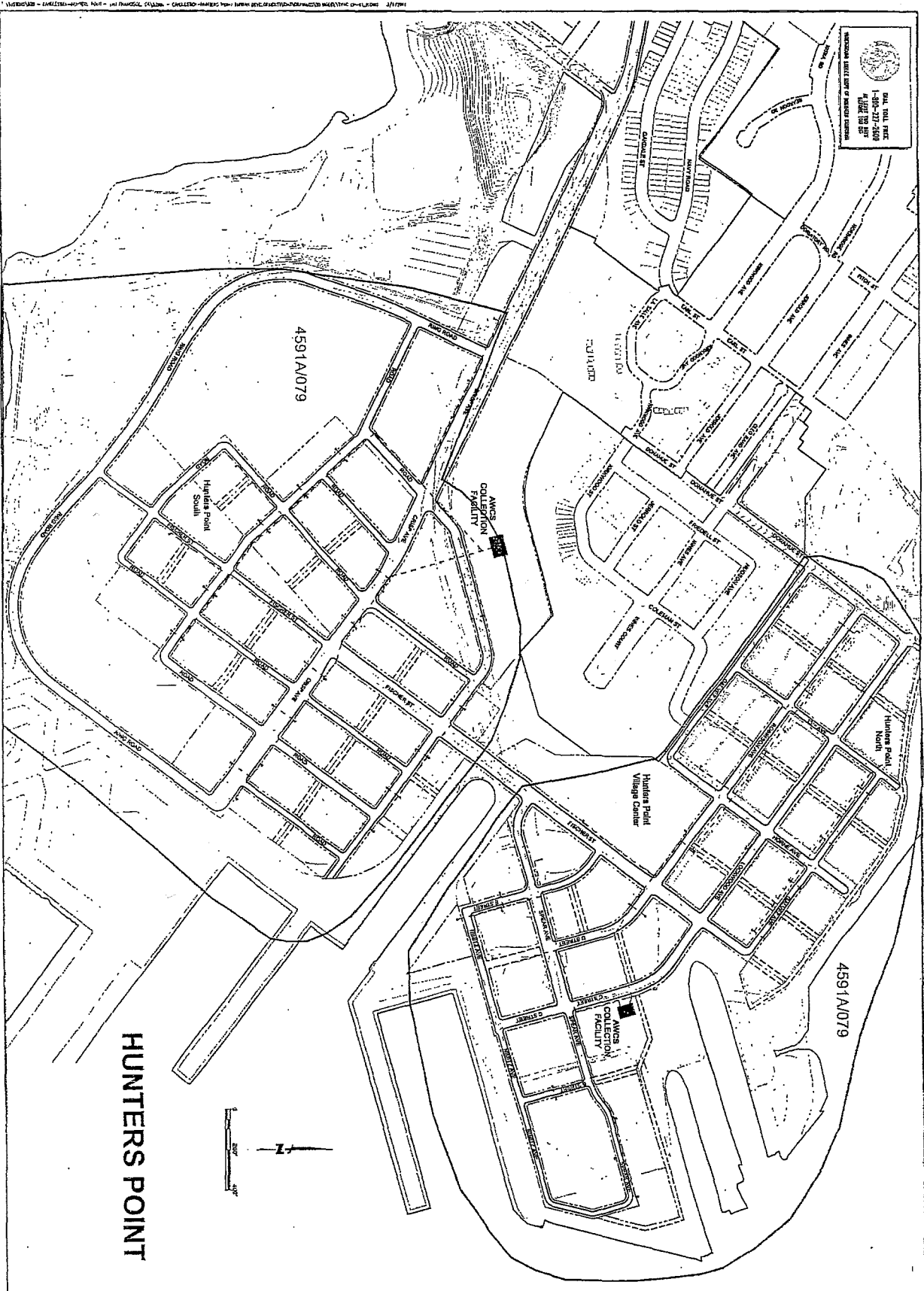
DATE	ISSUED	BY	FOR	SCALE	DATE	REVISION




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 San Jose, CA 95128  
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 Fax: 408.277.7101  
 www.transvac.com

CANDLESTICK POINT  
**AUTOMATED WASTE COLLECTION SYSTEM**  
 CANDLESTICK POINT AWCS PIPE LAYOUT  
 CITY AND COUNTY OF SAN FRANCISCO CALIFORNIA

SHEET NUMBER  
**WC0.1**  
 JOB NUMBER  
 529-01



CALL TOLL FREE
   
 1-800-277-2800
   
 HOURS: 8:00 AM - 5:00 PM
   
 MONDAY THROUGH FRIDAY

HUNTERS POINT <b>WC02.2</b> <small>PROJECT NUMBER</small> <small>NO. NUMBER</small> <small>529-01</small>	HUNTERS POINT <b>AUTOMATED WASTE COLLECTION SYSTEM</b> <b>HUNTERS POINT AWCS PIPE LAYOUT</b> <small>CITY AND COUNTY OF SAN FRANCISCO</small>	 <small>1810 Glava Street, Danvers, CO 80521</small> <small>PH: 970.322.8141 email: sales@transvac.com</small>	<small>DATE</small> 11/22/2012				
			<small>DRAWN BY</small> [ ]	<small>PROJ. ENGR.</small> [ ]	<small>PROJ. MGR.</small> [ ]	<small>NO.</small> [ ]	<small>BY</small> [ ]

1 [CEQA Findings, Candlestick Point – Hunters Point Shipyard Phase II Project]

2  
3 **Resolution adopting findings under the California Environmental Quality Act, (CEQA),**  
4 **CEQA Guidelines and San Francisco Administrative Code Chapter 31, including the**  
5 **adoption of a mitigation monitoring and reporting program and a statement of**  
6 **overriding considerations in connection with the development of the Hunters Point**  
7 **Shipyard and Candlestick Point, as envisioned in the Hunters Point Shipyard**  
8 **Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and the**  
9 **Conceptual Framework for integrated development of the Hunters Point Shipyard and**  
10 **Candlestick Point endorsed by the Board of Supervisors and the Mayor in May 2007**  
11 **and approved by the voters in 2008 through passage of Proposition G, the Jobs, Parks**  
12 **and Housing Initiative.**

13  
14 WHEREAS, The Board of Supervisors makes the following findings in compliance with  
15 the California Environmental Quality Act ("CEQA"), California Public Resources Code  
16 Sections 21000 et seq., the CEQA Guidelines, 14 Cal. Code Reg. Code Sections 15000 et  
17 seq. ("CEQA Guidelines"), and San Francisco Administrative Code Chapter 31 ("Chapter 31");  
18 and

19 WHEREAS, The proposed area for development as envisioned in proposed  
20 amendments to the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters  
21 Point Redevelopment Plan is the existing Hunters Point Shipyard Redevelopment Area,  
22 except for the Hunters Point Shipyard Phase I area, and the Candlestick Point activity node of  
23 the existing Bayview Hunters Point Redevelopment Plan ("Project Area"); and  
24  
25

1           WHEREAS, The Project Area comprises an approximately 702 acre area of property in  
2 the southeast portion of the City and County of San Francisco consisting of 281 acres at  
3 Candlestick Point and 421 acres at Hunters Point Shipyard; and

4           WHEREAS, The Planning Department ("Department") and the Redevelopment Agency  
5 ("Agency") have undertaken a planning and environmental review process for the proposed  
6 Project Area and provided for appropriate public hearings before the Planning Commission  
7 and the Redevelopment Agency Commission; and

8           WHEREAS, The actions listed in Attachment A, on file with the Clerk of the Board of  
9 Supervisors in File No. 100572, which is hereby declared to be a part of this motion as if set  
10 forth fully herein, ("Actions") are part of a series of considerations in connection with the  
11 adoption of the Redevelopment Plan amendments and various other actions to implement the  
12 project development (collectively, the "Project"), as more particularly defined in Attachment A;  
13 and,

14           WHEREAS, On November 12, 2009, the Department and Agency released for public  
15 review and comment the Draft Environmental Impact Report for the Project, (Department  
16 Case No. 2007.0946E); and

17           WHEREAS, The Planning Commission on December 17, 2009, and the  
18 Redevelopment Agency Commission on December 15, 2009, and January 5, 2010, held  
19 public hearings on the Draft Environmental Impact Report and received written public  
20 comments until 5:00 pm on January 12, 2010, for a total of 60 days of public review; and

21           WHEREAS, The Department and Agency prepared a Final Environmental Impact  
22 Report ("FEIR") for the Project consisting of the Draft Environmental Impact Report, the  
23 comments received during the review period, any additional information that became available  
24 after the publication of the Draft Environmental Impact Report, and the Draft Summary of  
25

1 Comments and Responses, all as required by law, a copy of which is on file with the Clerk of  
2 the Board in File No. 100572, which is incorporated into this resolution by this reference; and

3 WHEREAS, The FEIR files and other Project-related Department and Agency files  
4 have been available for review by this Board of Supervisors and the public, and those files are  
5 part of the record before this Board of Supervisors; and

6 WHEREAS, On June 3, 2010, the Planning Commission and the Redevelopment  
7 Agency Commission reviewed and considered the FEIR and, by Motion No. 18096 and  
8 Resolution No. 58-2010, respectively, found that the contents of said report and the  
9 procedures through which the FEIR was prepared, publicized and reviewed complied with the  
10 provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines  
11 and Chapter 31 of the San Francisco Administrative Code; and

12 WHEREAS, By Motion No. 18096 and Resolution No. 58-2010, the Planning  
13 Commission and the Redevelopment Agency Commission, respectively, found that the FEIR  
14 was adequate, accurate and objective, reflected the independent judgment and analysis of  
15 each Commission and that the summary of Comments and Responses contained no  
16 significant revisions to the Draft Environmental Impact Report; and

17 WHEREAS, By Motion No. 18096 and Resolution No. 58-2010, the Planning  
18 Commission and the Redevelopment Agency Commission, respectively, adopted findings that  
19 the Project will have significant and unavoidable project impacts and make a considerable  
20 contribution to cumulative impacts in the areas of transportation, noise, air quality and historic  
21 resources; and

22 WHEREAS, By Motion No. 18096 and Resolution No. 58-2010, the Planning  
23 Commission and the Redevelopment Agency Commission, respectively, certified the  
24 completion of the Final Environmental Impact Report for the Project in compliance with CEQA  
25 and the CEQA Guidelines; and

1           WHEREAS, The Department and Agency prepared proposed Findings, as required by  
2 CEQA, regarding the alternatives and variants, mitigation measures and significant  
3 environmental impacts analyzed in the FEIR, overriding considerations for approving the  
4 Project including all of the actions listed in Attachment A, and a proposed mitigation  
5 monitoring and reporting program, denoted as Attachment B, on file with the Clerk of the  
6 Board of Supervisors in File No. 100572, which material was made available to the public and  
7 this Board of Supervisors for the Board of Supervisors' review, consideration and actions;  
8 now, therefore, be it

9           RESOLVED, That the Board of Supervisors has reviewed and considered Planning  
10 Commission Motion No. 18096 certifying the FEIR and finding the FEIR adequate, accurate  
11 and objective, and reflecting the independent judgment and analysis of the Planning  
12 Commission, and hereby affirms the Planning Commission's certification of the FEIR by Board  
13 of Supervisors Motion No. M10-110 and incorporates the same into this resolution by this  
14 reference; and be it

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

1 one or more significant effects, have become feasible; or (d) mitigation measures or  
2 alternatives, which are considerably different from those in the FEIR, would substantially  
3 reduce one or more significant effects on the environment; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors has reviewed and considered  
5 the FEIR and hereby adopts the Project Findings in Attachment A, including the mitigation  
6 monitoring and reporting program contained in Attachment B, and the statement of overriding  
7 considerations, on file with the Clerk of the Board of Supervisors in File No. 100572, and  
8 incorporates the same into this resolution by this reference; and, be it

9 FURTHER RESOLVED, That because the City and County of San Francisco remains  
10 deeply concerned about the Navy's final cleanup strategy for Parcel E-2, the Board of  
11 Supervisors hereby (i) declares the adoption of these findings shall not in any way imply  
12 support of a cap for Parcel E-2, (ii) pursuant to Proposition P, adopted by the voters of San  
13 Francisco in 2000, and the legally binding Conveyance Agreement regarding the cleanup and  
14 transfer of the Shipyard between the Navy and the City, executed in 2004, implementing  
15 Proposition P, the Board of Supervisors hereby declares its intention that the United States  
16 Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency  
17 (California EPA), and the Navy should pursue the highest practicable level of cleanup for  
18 Parcel E-2, and that the San Francisco Redevelopment Agency shall not accept such property  
19 unless and until that cleanup standard is satisfied as provided in the Interagency Cooperation  
20 Agreement between the City and the Redevelopment Agency, and (iii) the Board of  
21 Supervisors shall conduct a hearing regarding potential final cleanup strategies for Parcel E-2  
22 before a final remedy is selected, and urges that the Navy, U.S. EPA and California EPA  
23 participate in such hearing before the Board of Supervisors regarding potential final cleanup  
24 strategies for Parcel E-2 before a final remedy is selected, and the Board of Supervisors shall  
25 conduct a separate hearing prior to any transfer of Parcel E-2 to the San Francisco



1 Redevelopment Agency. To the extent final remedies have not already been selected, the  
2 Board of Supervisors shall conduct hearings regarding potential final cleanup strategies for  
3 each Project parcel at the Shipyard before any final remedies are selected and urges that the  
4 Navy, U.S. EPA and the California EPA participate in all such hearings.

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City and County of San Francisco

Tails  
Resolution

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

File Number: 100572

Date Passed: July 27, 2010

Resolution adopting findings under the California Environmental Quality Act (CEQA), CEQA Guidelines and San Francisco Administrative Code Chapter 31, including the adoption of a mitigation monitoring and reporting program and a statement of overriding considerations in connection with the development of the Hunters Point Shipyard and Candlestick Point, as envisioned in the Hunters Point Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and the Conceptual Framework for integrated development of the Hunters Point Shipyard and Candlestick Point endorsed by the Board of Supervisors and the Mayor in May 2007 and approved by the voters in 2008 through passage of Proposition G, the Jobs, Parks and Housing Initiative.

July 27, 2010 Board of Supervisors - AMENDED

Ayes: 9 - Alioto-Pier, Campos, Chiu, Chu, Duffy, Elsbernd, Mar, Maxwell and Mirkarimi  
Noes: 2 - Avalos and Daly

July 27, 2010 Board of Supervisors - AMENDED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Duffy, Elsbernd, Mar, Maxwell and Mirkarimi

July 27, 2010 Board of Supervisors - ADOPTED AS AMENDED

Ayes: 9 - Alioto-Pier, Campos, Chiu, Chu, Duffy, Elsbernd, Mar, Maxwell and Mirkarimi  
Noes: 2 - Avalos and Daly

File No. 100572

I hereby certify that the foregoing  
Resolution was ADOPTED AS AMENDED on  
7/27/2010 by the Board of Supervisors of the  
City and County of San Francisco.

  
\_\_\_\_\_  
Mayor Gavin Newsom  
\_\_\_\_\_  
Angela Calvillo  
Clerk of the Board  
\_\_\_\_\_  
August 3, 2010  
Date Approved



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Motion No. 18096

HEARING DATE: June 3, 2010

*Date:* May 20, 2010  
*Case No.:* 2007.0946E  
*Project:* Candlestick Point-Hunters Point Shipyard Phase II  
Development Plan  
*Location:* Candlestick Point and Hunters Point Shipyard  
*Staff Contact:* Lisa Gibson – (415) 575-9032  
lisa.gibson@sfgov.org  
*Recommendation:* Adopt the EIR Certification Findings

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

### ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN.

MOVED, that the San Francisco Planning Commission (hereinafter "Planning Commission") hereby CERTIFIES the Final Environmental Impact Report (hereinafter "FEIR") identified as Case No. 2007.0946E, Candlestick Point-Hunters Point Shipyard Phase II Development Plan (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department"), together with the San Francisco Redevelopment Agency (hereinafter "Agency"), acting as a joint lead agencies, fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
  - A. The Department and the Agency determined that an Environmental Impact Report (hereinafter "EIR") was required and on September 1, 2007, published a Notice of Preparation of an EIR and Notice of Public Scoping Meetings (hereinafter "NOP"), and provided public notice thereof by publication in a newspaper of general circulation on September 1, 2007.
  - B. On September 1, 2007, the Department and the Agency mailed the NOP to local, state, and federal agencies and other interested parties, initiating a 30-day public comment period that extended through September 2007.
  - C. The Department and the Agency filed a Notice of Completion of the NOP with the State Secretary of Resources via the State Clearinghouse on August 31, 2007.
  - D. The Department and the Agency held public scoping meetings on September 17, 2007, and September 25, 2007 in order to receive public input regarding the proposed scope of the EIR

analysis. Attendees were provided an opportunity to voice comments or concerns regarding potential effects of the Project.

- E. On November 12, 2009, the Department and the Agency published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission and Redevelopment Agency Commission (hereinafter "Agency Commission") public hearings on the DEIR.
  - F. On November 10 and 11, 2009, notices of availability of the DEIR or copies of the DEIR were mailed or otherwise delivered to a list of persons requesting such items, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse.
  - G. Notice of Completion of the DEIR was filed with the State Secretary of Resources via the State Clearinghouse on November 12, 2009.
  - H. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by the project sponsors on November 18, 2009.
2. The Planning Commission held a duly advertised public hearing on said DEIR on December 17, 2009, and the Agency Commission held a duly advertised public hearing on said DEIR on December 15, 2009, and January 5, 2010. At each of the aforementioned public hearings, opportunity for public comment was given and public comment was received on the DEIR. The period for acceptance of written comments on the DEIR ended January 12, 2010.
  3. The Department and the Agency prepared responses to comments on environmental issues received at the public hearing and in writing during the 60-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on May 13, 2010 and mailed or otherwise delivered to the Planning Commission, all parties who commented on the DEIR, and other interested parties, and made available to others upon request at Department offices.
  4. A FEIR has been prepared by the Department and the Agency, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.
  5. Project EIR files have been made available for review by the Planning Commission and the public. These files are available for public review at the Department offices at 1650 Mission Street, Suite 400, and are part of the record before the Planning Commission.
  6. On June 3, 2010, the Planning Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

7. The project sponsors have indicated that the Project identified in Chapter II of the FEIR, as modified by Variant 3D (hereinafter "the Candlestick Tower Variant D") and Variant 5 (hereinafter "the 49ers/Raiders Shared Stadium Variant") as described in Chapter IV of the FEIR, constitute the Project if the stadium is constructed. If the stadium is not constructed, the Project as described in Chapter II of the FEIR together with the Candlestick Tower Variant D and either Variant 1 (hereinafter "the R&D Variant") or Variant 2A (hereinafter "the Housing/R&D Variant") constitute the Project. In addition, if the stadium is not constructed, the Project includes Subalternative 4A (hereinafter "CP-HPS Phase II Development Plan with Historic Preservation") as described in Chapter VI of the FEIR; the developer will determine the ultimate feasibility of its implementation at a later time.
8. The Planning Commission hereby does find that the FEIR concerning File No. 2007.0946E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.
9. The Planning Commission, in certifying the completion of said FEIR, hereby does find that the Project described in the EIR and the Project preferred by the project sponsors, described above under Finding 7, above:
  - A. Will have project-specific significant effects on the environment including:<sup>1</sup>
    - a. **Impact TR-1: Effect of Project Construction on Vehicle Traffic and Roadway Construction on Transportation System.** The Project would impact the transportation system through construction vehicle traffic and roadway construction and contribute to cumulative construction impacts in the vicinity of the Project.
    - b. **Impact TR-2: Effect of Project on Traffic Volumes.** The Project would cause an increase in traffic that would be substantial relative to the existing and proposed capacity of the street system.
    - c. **Impact TR-3: Effect of Project Traffic at Certain Area Intersections.** The Project would have significant impacts on nine intersections in the Project vicinity, and would contribute to cumulative traffic conditions at these intersections: Third Street at Oakdale, Revere, Carroll, Jamestown, Jerrold and Williams/Van Dyke; and Bayshore Boulevard at Paul, Cortland and US 101 Northbound Off-ramp/Cesar Chavez.
    - d. **Impact TR-4: Effect of Project Traffic at Tunnel/Blanken.** The Project would result in significant Project AM peak hour traffic impacts and contribute to cumulative PM peak hour traffic impacts at the intersection of Tunnel/Blanken.

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<sup>1</sup> Impacts listed under Finding 9A are project-specific impacts, with the exception of impacts related to transportation and circulation (denoted with the alpha-numeric code "TR-"), which, as described, include both project-specific and cumulative impacts.

- e. **Impact TR-5: Project Contribution to Traffic at Degraded Intersections.** The Project would contribute significant traffic to intersections in the Project vicinity that would operate at LOS E or LOS F under 2030 No Project conditions. The Project contributions to cumulative traffic conditions would be significant in twenty intersections in the Project vicinity, and at sixteen of these intersections no feasible mitigation measures were identified. These sixteen intersections are: Third Street at 25th Street, Cesar Chavez Street, Cargo Way, Evans Avenue, Palou Avenue and Paul Avenue; Bayshore Boulevard at Visitacion Avenue, Alemany Boulevard/Industrial Street, Blanken, Bacon Street and Sunnydale Avenue; San Bruno Avenue at Paul Avenue, Silver Avenue and Mansell Avenue/US 101 Southbound Off-ramp; Cesar Chavez Street at Pennsylvania/I 280; and Evans Avenue at Napoleon Avenue/Toland Street. (The other four intersections are discussed below, under Impacts TR-6, TR-7 and TR-8.)
- f. **Impact TR-6: Project Traffic at Freeway Ramps.** The Project would contribute significant traffic at the intersections of Geneva/US 101 Southbound Ramps and Harney/US 101 Northbound Ramps, which would operate at LOS F under 2030 No Project conditions.
- g. **Impact TR-7: Project Traffic at Amador/Cargo/Illinois.** The Project would contribute significant traffic to the intersections of Amador/Cargo/Illinois, which would operate at LOS E under 2030 No Project conditions;
- h. **Impact TR-8: Project Traffic at Bayshore/Geneva.** The Project would contribute significant traffic to the intersection of Bayshore/Geneva, which would operate at LOS F under 2030 No Project conditions.
- i. **Impact TR-10: Project Traffic Effects.** The Project would result in increased traffic volumes on area roadways, and most substantially on key north/south and east/west streets, which would also experience cumulative traffic growth. As a result, the existing residential streets could be used as "cut-throughs," shortcuts, or bypasses by non-neighborhood traffic. Substantial amounts of cut-through traffic can result in impacts such as noise, safety impacts to pedestrians, impaired driveway access, interference with emergency vehicle access, increased dust, exhaust, and litter, and similar annoyances that adversely affect neighborhood character.
- j. **Impact TR-11: Project Traffic at Freeway Segments.** The Project would contribute cumulatively considerable amounts of traffic to four freeway segments expected to operate at LOS E or LOS F under 2030 No Project conditions, specifically, US 101 northbound from Sierra Point to Alana/Geneva/Harney; US 101 southbound from the I 80 Merge to Cesar Chavez; US 101 southbound from Third/Bayshore to Alana/Geneva/Harney; and US 101 southbound from Alana/Geneva/Harney to Sierra Point.
- k. **Impact TR-12: Project Traffic Impact at Freeway Ramps.** The Project would cause four ramp junctions to deteriorate from acceptable LOS D or better to LOS E or F conditions or

from LOS E to LOS F conditions, specifically, the US 101 northbound on-ramp from Alemany Boulevard; US 101 northbound on-ramp from Harney Way; US 101 northbound on-ramp from Bayshore Boulevard/Cesar Chavez Street; US 101 southbound on-ramp from Harney Way/Geneva Avenue.

- l. **Impact TR-13: Project Traffic Contribution to Cumulative Impacts at Freeway Ramps.** The Project would contribute to significant cumulative traffic impacts at 12 freeway ramp locations. The Project would contribute cumulatively significant traffic increases at ramp junctions projected to operate at LOS E or LOS F under 2030 No Project conditions, specifically: US 101 northbound on-ramp from Sierra Point Parkway; US 101 northbound on-ramp from Harney Way; US 101 northbound on-ramp from Alemany Boulevard; US 101 northbound on-ramp from Bayshore Boulevard/Cesar Chavez Street; US 101 southbound off-ramp to Bayshore Boulevard/Cesar Chavez Street; US 101 southbound on-ramp from Third Street/Bayshore Boulevard; US 101 southbound on-ramp from Harney Way/Geneva Avenue; US 101 southbound on-ramp from Sierra Point Parkway; I 280 northbound off-ramp to Cesar Chavez Street; I 280 northbound on-ramp from Indiana Street/25th Street; I 280 southbound off-ramp to Pennsylvania Avenue/25th Street; and I 280 southbound on-ramp from Pennsylvania Avenue/25th Street.
- m. **Impact TR-14: Project Traffic Impact to Diverge Queue Storage at Harney/US 101 Northbound Off-ramp.** The Project would result in significant impacts related to freeway diverge queue storage at the Harney/US 101 Northbound Off-ramp. The Project would result in increases in traffic volumes that would cause the US 101 northbound off-ramp to Harney Way to experience queues that may extend back to the upstream freeway mainline segment which could result in unsafe conditions on the freeway mainline, resulting in significant traffic impacts at this location.
- n. **Impact TR-15: Project Traffic Contribution to Diverge Queue Storage Impacts.** The Project could contribute to significant cumulative traffic impacts related to freeway diverge queue storage at some off-ramp locations: US 101 northbound off-ramp to Harney Way and Bayshore/Cesar Chavez; US 101 southbound Off-ramp to Harney Way/Geneva Avenue and Sierra Point/Lagoon; and I-280 northbound off-ramp at Cesar Chavez.
- o. **Impact TR-21: Project Traffic Impacts to 9-San Bruno Transit Line.** The Project would increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno. Project-related transit delays due to traffic congestion and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 9-San Bruno, which would add up to 8 minutes of delay per bus during peak hours.
- p. **Impact TR-22: Project Traffic Impacts to 23-Monterey, 24-Divisadero, 44-O'Shaughnessy Transit Lines.** The Project would contribute traffic to cumulative conditions at intersections along Palou Avenue, which would increase travel times and

impact operations of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy. Project-related transit delays due to traffic congestion and passenger boarding delays associated with increased ridership would result in significant impacts on the operation of the 23-Monterey, 24-Divisadero, and 44-O'Shaughnessy along Palou Avenue, which would add up to 7 minutes of delay per bus during peak hours.

- q. **Impact TR-23: Project Traffic Impacts to 29-Sunset Transit Line.** The Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would increase travel times and would impact operations of the 29-Sunset. Project-related transit delays due to traffic congestion and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 29-Sunset, particularly at Third Street and Bayshore Boulevard. Overall, the Project-related congestion would add up to 17 minutes of delay per bus during peak hours.
- r. **Impact TR-24: Project Traffic Impacts to 48-Quintara-24<sup>th</sup> Street Transit Line.** The Project would increase congestion at intersections along Evans Avenue, which would increase travel times and impact operations of the 48-Quintara-24<sup>th</sup> Street. Project-related transit delays due to traffic congestion and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 48-Quintara-24<sup>th</sup> Street along Evans Avenue, particularly at intersections of Third Street, Napoleon/Toland Streets and at Cesar Chavez Street. Overall, the Project-related congestion would add up to 3 minutes of delay per bus during peak hours.
- s. **Impact TR-25: Project Traffic Impacts to 54-Felton Transit Line.** The Project would increase congestion at several intersections in the area, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the 54-Felton. The Project would create traffic congestion resulting in significant impacts to the operations of the 54-Felton, adding up to 6 minutes of delay per bus, particularly during the PM peak hour.
- t. **Impact TR-26: Project Traffic Impacts to T-Third Transit Line.** The Project would increase congestion at intersections along Third Street, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the T-Third. Project-related transit delays due to traffic congestion on Third Street and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the T-Third, particularly in the segment between Thomas Avenue and Kirkwood Avenue, resulting in overall delays of up to 3 minutes per bus during peak hours.
- u. **Impact TR-27: Project Traffic Impacts to 28L-19<sup>th</sup> Avenue/Geneva Limited Transit Line.** The Project could increase congestion at the intersection of Geneva Avenue and Bayshore Boulevard, increasing travel times and impacting operations of the 28L-19<sup>th</sup> Avenue/Geneva Limited. Increased congestion associated with Project vehicle trips would impact the operations of the 28L-19<sup>th</sup> Avenue/Geneva Limited, resulting in delays of 4 minutes per bus during peak hours.



- v. **Impact TR-28: Project Traffic Impacts to 9X, 9AX, 9BX-Bayshore Expresses and 14X-Mission Express Transit Lines.** The Project would increase congestion on US 101 mainline and ramps, which would increase travel times and impact operations of the 9X, 9AX, 9BX-Bayshore Expresses, and 14X-Mission Express. The Project would also contribute to cumulative impacts on these transit routes on US 101.
- w. **Impact TR-30: Project Traffic Impacts to SamTrans Bus Lines.** The Project would increase congestion and contribute to cumulative congestion on US 101 and on Bayshore Boulevard, which would increase travel times and adversely affect operations of SamTrans bus lines on these facilities.
- x. **Impact TR-32: Project Traffic Impacts to Bicycle Routes.** Implementation of the Project's proposed transit preferential treatments and significant increases in traffic volumes on Palou Avenue could result in impacts on bicycle travel on Bicycle Routes #70 and #170 between Griffith Street and Third Street. The combination of the proposed transit preferential treatment and the substantial increase in traffic volumes and congestion would result in potentially significant impacts on bicycle travel on Bicycle Route #70 and Bicycle Route #170 on Palou Avenue.
- y. **Impact TR-38: 49ers Game Site Access and Traffic Impacts.** Implementation of the proposed 49ers stadium would result in significant impacts on study area roadways and intersections, for as many as 12 times a year.
- z. **Impact TR-39: Stadium 49er Game Transit Impacts.** Implementation of the Project with existing game day service and Project transit improvements would not be adequate to accommodate projected transit demand. It is estimated that there would be a capacity shortfall of approximately 3,640 passengers per hour during game days.
- aa. **Impact TR-46: Stadium Secondary Event Site Access and Traffic Impacts.** Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without a secondary event, and result in significant impacts at nine additional intersections and one additional freeway off-ramp.
- bb. **Impact TR-47: Stadium Secondary Event Transit Impacts.** With implementation of the Project, the existing transit service and Project improvements would not be adequate to accommodate projected transit demand during secondary events with attendance of 37,500 spectators. In addition, transit lines serving the area would experience additional delays due to traffic generated by the secondary event.
- cc. **Impact TR-51: Project Site Access and Traffic Impacts from Arena Uses.** With implementation of the Project, weekday evening events at the arena would exacerbate congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without an arena event, and result in significant traffic impacts at Harney Way and Jamestown Avenue, which would

operating acceptably under Project conditions without an arena event. Overall, since local streets and freeway facilities would experience increased congested without an arena event, traffic impacts associated with the new arena would be significant.

- dd. **Impact TR-52: Transit Impacts from Arena Uses.** With implementation of the Project, the existing and proposed transit service would be affected by sell-out weekday evening events at the arena. With the stadium use at HPS Phase II, transit capacity would be adequate to accommodate projected transit demand, but because of traffic congestion in the area, impacts to transit would result. With the implementation of Variants 1 or 2A at the stadium site, traffic congestion would impact transit service and in addition, events at the arena might cause transit capacity impacts.
- ee. **Impact AQ-4: Criteria Pollutants from Project Operations.** Operation of the Project would violate the Bay Area Air Quality Management District (BAAQMD)'s CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources, and contribute substantially to an existing or projected air quality violation at full build-out in the year 2029. Project emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> would exceed the BAAQMD CEQA thresholds and the ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> proposed BAAQMD CEQA thresholds.
- ff. **Impact NO-2: Groundborne Vibration Impacts from Construction.** Construction activities associated with the Project would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activities on adjacent parcels are complete.
- gg. **Impact NO-3: Increase in Ambient Noise Levels from Construction.** Construction activities associated with the Project would result in a substantial temporary or periodic increase in ambient noise levels. Construction activities occurring within the Project site and in the Project vicinity for roadway and infrastructure improvements would involve demolition, grading, and excavation activities, followed by construction and external finishing of the proposed facilities and associated parking areas, as well as roadway and landscaping improvements. These activities would involve the use of heavy equipment.
- hh. **Impact NO-6: Noise Impacts from Project Traffic.** Operation of the Project would generate increased local traffic volumes that would cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes. The increase in traffic resulting from implementation of the Project and ambient growth over the next 20 years would increase the ambient noise levels at noise-sensitive locations along the major vehicular access routes to the Project site, particularly along sections of Jamestown Avenue, Carroll Avenue, and Gilman Avenue.
- ii. **Impact NO-7: Noise Impacts from Stadium Events.** Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or

concert. There would be significant noise impacts during football game days and concert days on the existing residential uses closest to the proposed stadium and possibly for the new residential uses closest to the proposed stadium.

- jj. **Impact CP-1b: Impacts to Historic Resources from Construction Activities.** Construction at HPS Phase II could result in a substantial adverse change in the significance of an historical resource. Implementation of the Project could result in the demolition of Buildings 211, 224, 231, and 253, which have been identified as historic resources in the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District.
- kk. **Impact SH-1a: New Shadow on Gilman Park from Tower Variants 3C and 3d.** Under Tower Variants 3C and 3D, new shadows on Gilman Park are conservatively considered significant; and

B. Will have significant cumulative effects on the environment including:<sup>2</sup>

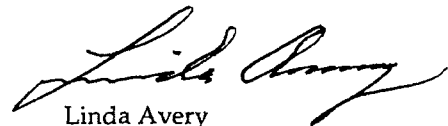
- a. **Cumulative Contribution of Criteria Pollutants from Project Operation.** Operation of the Project would violate BAAQMD CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources and contribute substantially to an existing or projected air quality violation at full build-out.
- b. **Cumulative Contribution to TAC and PM<sub>2.5</sub> Impact Under the Proposed Bay Area Air Quality Management District CEQA Guidelines.** The Project may result in a considerable contribution to a cumulative air quality impact regarding TACs and PM<sub>2.5</sub> emissions under proposed BAAQMD CEQA Guidelines.
- c. **Cumulative Contribution to Noise from Construction Activities.** Construction activities such as use of heavy equipment and pile driving associated with development of cumulative projects could contribute to a cumulative impact from increased noise levels for both off-site and on-site sensitive receptors.
- d. **Cumulative Contribution to Pile-Driving Activities.** Construction of the Project would include pile-driving activities that may overlap with other nearby construction activities during Project development and make a considerable contribution to cumulative construction-related temporary increases in ambient noise levels.
- e. **Cumulative Contribution to Traffic Noise Levels.** Project operation would make a considerable contribution to a substantial, permanent increase in cumulative traffic noise levels that would affect existing and future residential uses along all Project site access roads.

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<sup>2</sup> Finding 9B lists cumulative impacts of the project, with the exception of cumulative impacts related to transportation and circulation, which are reflected under Finding 9A (see impacts listed therein denoted with the alpha-numeric code "TR-").

- f. **Cumulative Contribution to Ambient Noise During Stadium Events.** Project operation would make a considerable contribution to a substantial increase in cumulative noise during stadium events.
- g. **Cumulative Contribution to Vibration Effects During Construction Activities.** Pile-driving activities during construction could make a considerable contribution to cumulative vibration effects if pile driving would occur and/or heavy construction equipment would operate on multiple sites and collectively result in vibration impacts in excess of 85 VdB at nearby sensitive receptors.
- h. **Cumulative Contribution to Impacts on Historic Resources.** The Project would make a considerable contribution to a cumulative impact on significant historical resources, including residential, commercial, and civic properties that are listed or eligible for listing on national, state, or local registers.
- i. **Cumulative Contribution to Demand for Police Services.** Development of cumulative projects within the City of San Francisco would result in increased population and employment-generating uses and associated increased demand for police protection. While the Police Department considers population growth projections in its annual budgeting process to determine equipment and staffing needs for the coming year, it is possible that cumulative growth in the City could exceed the capacity of existing or planned staffing and facility improvements, and could require construction of one or more stations, resulting in a significant impact. Because the Project would require new or physically altered police facilities in order to maintain acceptable police services, the Project would make a cumulatively considerable contribution to a potential significant cumulative impact on police services.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of June 3, 2010.

  
Linda Avery  
Commission Secretary

AYES: 4 - Miguel, Antonini, Borden, and Lee

NOES: 3 - Olague, Moore, Sugaya

ABSENT: 0

ADOPTED: June 3, 2010



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Motion No. 18097

HEARING DATE: JUNE 3, 2010

*Date:* May 20, 2010  
*Case No.:* 2007.0946BEMRTUZ  
*Project:* Candlestick Point – Hunters Point Shipyard Phase 2  
 CEQA Findings  
*Location:* Candlestick Point and Hunters Point Shipyard  
*Staff Contacts:* Lisa Gibson – (415) 575-9032  
 lisa.gibson@sfgov.org  
 Mat Snyder – (415) 575-6891  
 mathew.snyder@sfgov.org  
*Recommendation:* Adopt the Findings

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ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE CANDLESTICK POINT – HUNTERS POINT SHIPYARD PHASE 2 AND RELATED ACTIONS NECESSARY TO IMPLEMENT SUCH PLANS.

WHEREAS, the San Francisco Planning Department, together with the San Francisco Redevelopment Agency are the Lead Agencies responsible for the implementation of the California Environmental Quality Act ("CEQA") for this area and have undertaken a planning and environmental review process for the proposed Candlestick Point – Hunters Point Shipyard Phase 2 ("Project") and provided for appropriate public hearings before the respective Commissions.

The Bayview Hunters Point has one of the highest concentrations of very low-income residents and one of the highest unemployment rates in San Francisco, and public health in the area has generally been poor compared to the rest of San Francisco. Bayview Hunters Point has very few quality public parks and open spaces that provide active recreation facilities for neighborhood youth, and is in need of affordable housing and business and job opportunities for its residents. The area remains under-served by transit and basic neighborhood-serving retail and cultural amenities. The betterment of the quality of life for the residents of the Bayview Hunters Point community is one of the City's highest priorities.

Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by the Yosemite Slough and South Basin. Together, they comprise about 702 acres, and make up the largest area of underused land in the City. The Candlestick Point area comprises approximately 281 and Hunters Point Shipyard Phase 2 area comprises approximately 402 acres. Candlestick Point is generally comprised of the 49ers Football Stadium and parking lot, the Candlestick Point State Recreation Area (CPSRA) (excluding the Yosemite Slough portion of the Park), the Alice Griffith Housing development, along with privately held parcels to the southwest of the stadium site between Bayview Hill and Jamestown Avenue, and privately held parcels between the stadium and the CPSRA. The Hunters Point Shipyard portion of the project is

Motion No. 18097  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point  
Shipyard Phase 2 CEQA Findings

comprised of a majority of the former Naval Shipyard except for the portion currently being developed as "Phase 1", also often referred to as "Parcel A".

#### Hunters Point Shipyard

Hunters Point Shipyard was once a thriving, major maritime industrial center that employed generations of Bayview Hunters Point residents. Following World War II, the Shipyard was a vital hub of employment in the Bayview Hunters Point, providing logistics support, construction and maintenance for the United States Department of the Navy. At its peak, the Shipyard employed more than 17,000 civilian and military personnel, many of whom lived in Bayview Hunters Point. The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list. In 1993, following designation of the Shipyard by the City's Board of Supervisors as a redevelopment survey area, the City and the Redevelopment Agency began a community process to create a plan for the economic reuse of the Shipyard and the remediation and conveyance of the property by the Navy.

In planning for the redevelopment of the Shipyard, the City and the Redevelopment Agency worked closely with the Hunters Point Citizen's Advisory Committee ("CAC"). The CAC is a group of Bayview Hunters Point community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the Shipyard. The Agency has worked with the CAC and the community throughout the process of implementing revitalization activities regarding the Shipyard.

In July 1997, the Board of Supervisors adopted a Redevelopment Plan for revitalization of the Shipyard. The Hunters Point Redevelopment Plan contemplated the development of a mix of residential, commercial, cultural, research and development and light industrial uses, with open space around the waterfront perimeter.

Since its selection by the Redevelopment Agency, the Shipyard developer has worked with the City, the Agency, and the Navy to facilitate the redevelopment and economic reuse of the Shipyard. In 2003, the Shipyard developer and the Agency entered into the Hunters Point Shipyard Phase I Disposition and Development Agreement (DDA), under which the Shipyard developer is constructing infrastructure for up to 1,600 residential units on Parcel A of the Shipyard, of which approximately 30 percent will be affordable. The Phase I DDA also requires the Shipyard developer to create approximately 25 acres of public parks and open space on Parcel A.

In March 2004, the Redevelopment Agency, in cooperation with the City and the Shipyard developer negotiated a comprehensive agreement with the Navy governing the terms and conditions of the hazardous materials remediation and conveyance of the Shipyard by the Navy to the Agency. The Conveyance Agreement obligates the Navy to remediate the hazardous materials on the Shipyard to levels consistent with the land uses designated in the original redevelopment plans for the Shipyard and to convey parcels to the Agency at no cost on a phased basis as the Navy successfully completes the remediation.

In 2005, the Navy conveyed Parcel A to the Agency under the Conveyance Agreement, and the Agency then closed escrow on its transfer of a portion of Parcel A to the Shipyard developer to begin site preparation and infrastructure development for the construction of new housing and parks on Parcel A.

Candlestick Point

As described above, Candlestick Point includes, among other things: (a) the City-owned stadium, currently named Candlestick Park, which is home to the San Francisco 49ers and is nearing the end of its useful life; (b) the Alice B. Griffith Housing Development, also known as Double Rock, and (c) the Candlestick Point State Recreation Area.

In June, 1997, San Francisco voters adopted two measures (Propositions D and F) providing for the development by the 49ers or their development partners of a new stadium, a related 1,400,000 square foot entertainment and retail shopping center, and other conditional uses including residential uses. The voters approved up to \$100 million of lease revenue bonds to help finance the proposed development of the new stadium.

In June 2006, following a 10-year planning process, the Board of Supervisors adopted a Redevelopment Plan for the Bayview Hunters Point Project Area that includes Candlestick Point. The primary objective of the Redevelopment Plan is to revitalize the Bayview Hunters Point community through economic development, affordable housing and community enhancement programs for the benefit of existing residents and community-based businesses. The policies and programs of the Redevelopment Plan incorporate community goals and objectives expressed in a Concept Plan that the Bayview Hunters Point Project Area Committee ("PAC") adopted in 2000, following hundreds of community planning meetings. The PAC is a body that was formed in 1997 through a public election by Bayview Hunters Point voters to work with the Redevelopment Agency and the City and represent the interests of the Bayview Hunters Point community in planning for the area's future. The Agency has continued to work through the PAC and with the community throughout the process of implementing revitalization activities under the Redevelopment Plan.

The Alice B. Griffith Housing Development, built in the early 1960s and operated by the San Francisco Housing Authority, needs substantial improvement. An important component of the Project is to provide one-for-one replacement of Alice B. Griffith units at existing low income levels and to ensure that existing tenants have the right to move to the new upgraded units without being displaced until the replacement units are ready for occupancy.

In 1983, the City donated land at Candlestick Point to the State of California to form the Candlestick Point State Recreation Area with the expectation that the State would develop and implement a plan for improving the park land. The Recreation Area has the potential to be a tremendous open space recreational resource for the region and for the residents of Bayview Hunters Point. But it has not reached its potential due to limited State funding and a challenging configuration. The long-term restoration and improvement of the Candlestick Point State Recreation Area has been a long-term goal of the residents of Bayview Hunters Point, the City, and the State.

Integrated Development of the Hunters Point Shipyard and Candlestick Point.

For over a decade, the redevelopment of Candlestick Point and the Shipyard has proceeded on parallel, though largely separate, paths. But over the last four years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. A primary objective of both the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by developing the under-used lands within the two

project areas. Combining the planning and redevelopment of these two areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas.

Accordingly, in May, 2007, the Board of Supervisors adopted and the Mayor approved a resolution a Conceptual Framework for the integrated development of Candlestick Point and the Hunters Point Shipyard ("the Project"). The Conceptual Framework, which is the basis for the last three years of planning for the Project, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new housing units, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard, and a site for a potential new stadium for the 49ers on the Shipyard.

In furtherance of the Conceptual Framework, in April 2007, the San Francisco Recreation and Parks Commission adopted a resolution requesting the Redevelopment Agency to include the existing stadium site under the Exclusive Negotiations Agreement. In May 2007, the Redevelopment Agency and the Shipyard developer (whose members were reconstituted) entered into a Second Amended and Restated Exclusive Negotiations and Planning Agreement related to Phase II of the Shipyard Redevelopment Plan, which extended the Shipyard developer's exclusive negotiating rights to cover Candlestick Point.

On June 3, 2008, the San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize the Project site. As set forth in Proposition G, the project is designed to revitalize the Project Site by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyard for existing artists, (e) elevating the site into a regional center for green development and the use of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving retail and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term, but without requiring the revitalization project to be delayed if the 49ers do not timely decide to build a stadium in the project site or decide to build a new stadium elsewhere.

In October 2009, the State Legislature approved and the Governor signed and filed Senate Bill No. 792 (SB 792). SB 792, enacted as Chapter 2003 of the Statutes of 2009 in January of 2010, provides for the reconfiguration of the Candlestick Point State Recreation Area and improvement of the State park lands, in connection with the development of the Project.

Since February 2007, the Project has been reviewed by the Bayview Hunters Point community and other stakeholders in over 200 public meetings, including those held before the PAC, the CAC, the Redevelopment Agency Commission, the Board of Supervisors, the Planning Commission, and other City commissions and in other local forums.



Motion No. 18097  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point  
Shipyard Phase 2 CEQA Findings

The Planning Commission wishes to facilitate the physical, environmental, social and economic revitalization of the Bayview Hunters Point and Hunters Point Shipyard, using the legal and financial tools of a Redevelopment Plan, while creating jobs, housing and open space in a safe, pleasant, attractive and livable mixed use neighborhood that is linked rationally to adjacent neighborhoods.

The proposed amended Bayview Hunters Point Area Plan, Planning Code, Zoning Maps, the amended Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans and their implementing documents, including, without limitation, the Disposition and Development Agreement, its attached plans and documents, and the Design for Development documents contain a wide range of the land use designations that could accommodate up to 10,500 residential units, of which approximately 32 % will be below market rate; approximately 327-336 acres of improved open space and recreational areas; approximately 885,000 square feet of regional and neighborhood-serving retail space; approximately 2.65 to 5 million square feet of research and development and office space; an additional 150,000 square feet of office at Candlestick Point, 100,000 square feet of community services; a 69,000-seat football stadium; and 10,000-seat performance arena; a 220-room hotel; and 255,000 square feet of replacement artist studio space and arts center.

To implement the Project, the Commission must take several actions including adoption of General Plan amendments, Planning Code Text amendments, Planning Code Map amendments, approving and recommending to the Board of Supervisors approval of the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plan amendments, and adoption of findings under Planning Codes sections 320 – 325 regarding office development, among other actions.

On November 12, 2009, the Department and Agency released for public review and comment the Draft Environmental Impact Report for the Project, (Department Case No. 2007.0946E).

The Planning Commission on December 17, 2009, and the Redevelopment Agency Commission on December 15, 2009, and January 5, 2010, held public hearings on the Draft Environmental Impact Report and received written public comments until 5:00 pm on January 12, 2010, for a total of 60 days of public review.

The Department and Agency prepared a Final Environmental Impact Report ("FEIR") for the Project consisting of the Draft Environmental Impact Report, the comments received during the review period, any additional information that became available after the publication of the Draft Environmental Impact Report, and the Draft Summary of Comments and Responses, all as required by law, a copy of which is on file with the Planning Department under Case No. 2007.0946E, which is incorporated into this motion by this reference.

The FEIR files and other Project-related Department and Agency files have been available for review by the Planning Commission and the public, and those files are part of the record before this Commission.

On June 3, 2010, the Planning Commission and the Redevelopment Agency Commission reviewed and considered the FEIR and, by Motion No. 18096 and Resolution No. 59-2010, respectively, found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

Motion No. 18097  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point  
Shipyards Phase 2 CEQA Findings

By Motion No. 18096 and Resolution No. 59-2010, the Planning Commission and the Redevelopment Agency Commission, respectively, found that the FEIR was adequate, accurate and objective, reflected the independent judgment and analysis of each Commission and that the summary of Comments and Responses contained no significant revisions to the Draft Environmental Impact Report; and

The Department and Agency prepared proposed Findings, as required by CEQA, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, denoted as Attachment A, and a proposed mitigation monitoring and reporting program, denoted as Attachment B, on file with the Planning Department under Case No. 2007.0946E which material was made available to the public and this Commission for this Commission's review, consideration and actions;

**THEREFORE BE IT RESOLVED**, that the Planning Commission has reviewed and considered the FEIR and the actions associated with the Candlestick Point – Hunters Point Shipyards Phase 2 Project and hereby adopts the Project Findings attached hereto as Attachment A including a statement of overriding considerations, and including as Attachment B the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on June 3, 2010.



Linda D. Avery

Commission Secretary

AYES: Commissioners Antonini, Borden, Lee, Miguel,

NOES: Commissioners Moore, Olague and Sugaya

ABSENT: None

ADOPTED: June 3, 2010



# SAN FRANCISCO PLANNING DEPARTMENT

## Addendum 2 to Environmental Impact Report

*Addendum Date:* May 2, 2014  
*Case No.:* 2007.0946E  
*Project Title:* Candlestick Point-Hunters Point Shipyard Phase II  
*EIR:* 2007.0946E, certified June 3, 2010  
*Project Sponsor:* CP Development Co., LP  
*Lead Agency:* San Francisco Planning Department/Office of Community Investment & Infrastructure  
*Staff Contact:* Joy Navarrete – (415) 575-9040  
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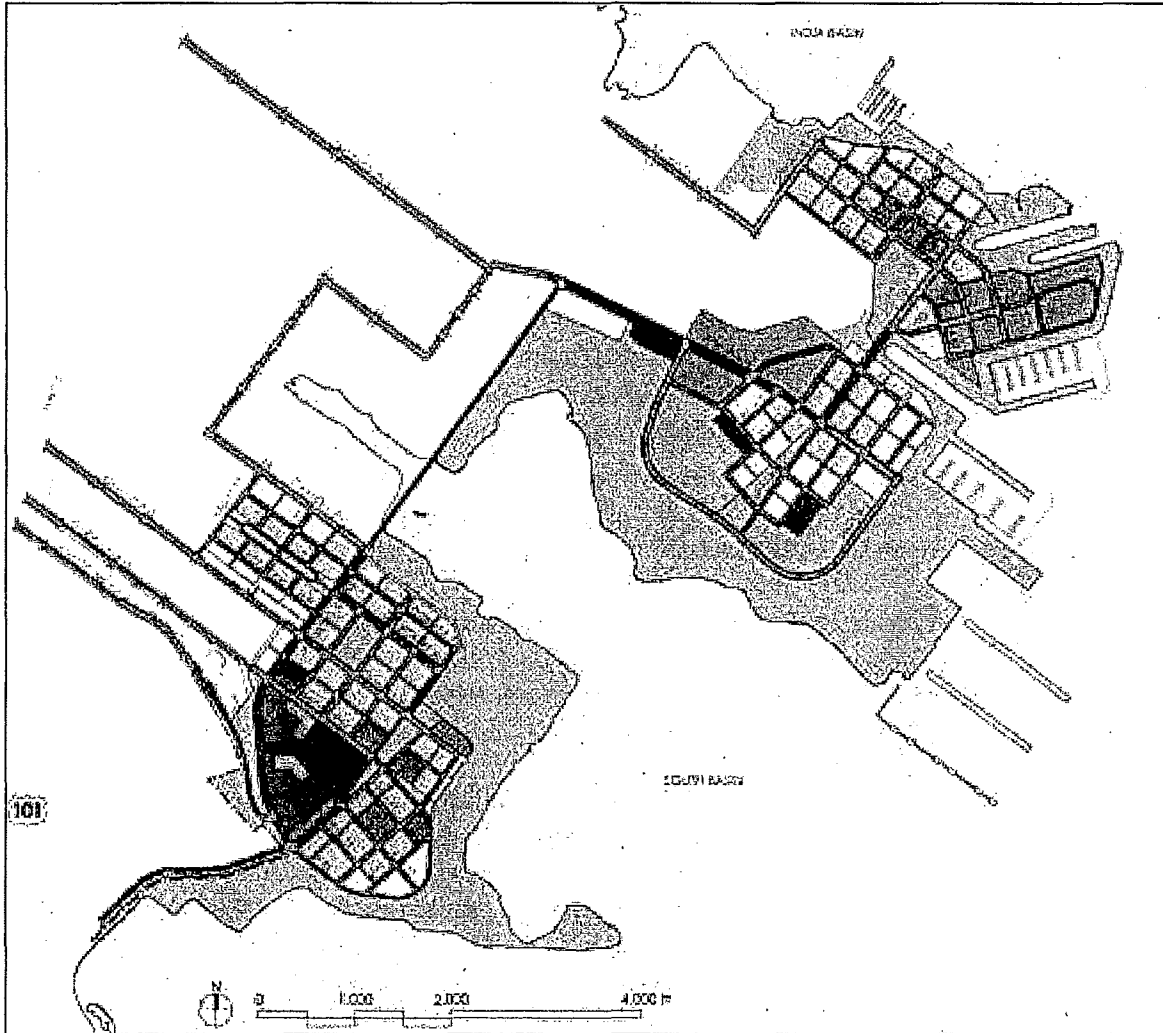
### REMARKS

#### *Background*

On June 3, 2010, the San Francisco Planning Commission and the Redevelopment Agency Commission certified the Final Environmental Impact Report (FEIR) for the Candlestick Point – Hunters Point Shipyard Phase II Project (Project), San Francisco Planning Department file number 2007.0946E and San Francisco Redevelopment Agency file number ER06.05.07.

On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission’s certification of the Final EIR (Motion No. M10-110) and adopted findings of fact, evaluation of mitigation measures and alternatives, and a statement of overriding considerations (File No. 100572) and adopted a Mitigation Monitoring and Reporting Program (MMRP) in fulfillment of the requirements of the California Environmental Quality Act (CEQA). The Project is the integrated redevelopment of 702 acres in the Candlestick Point area and the Hunters Point Shipyard Phase II area with a major mixed-use project including open space, housing, commercial (office, regional retail, and neighborhood retail) uses, research and development, artist space, a marina, new infrastructure, community uses, entertainment venues, and a new football stadium.

Between June 3, 2010 through August 3, 2010, the Planning Commission, Redevelopment Agency, Board of Supervisors, and other City Boards and Commissions adopted various resolutions, motions and ordinances relating the Project approval and implementation, including but not limited to: (1) General Plan amendments; (2) Planning Code amendments; (3) Zoning Map amendments; (4) Bayview Hunters Point Redevelopment Plan amendments; (5) Hunters Point Shipyard Redevelopment Plan amendments; (6) Interagency Cooperation Agreements; (7) Design for Development (D4D) documents; (8) Health Code, Public Works Code, Building Code, and Subdivision Code amendments; (9) Disposition and Development Agreement, which included (among other documents) as attachments a Project Phasing Schedule, a Transportation Plan, and an Infrastructure Plan; (10) Real Property Transfer Agreement; (11) Public Trust Exchange Agreement; (12) Park Reconfiguration Agreement; and (13) Tax Increment Allocation Pledge Agreement.



Subsequent to the certification of the EIR and the approvals listed above, on January 7, 2014 the Commission on Community Investment & Infrastructure (former Redevelopment Agency) approved the first Major Phase and Sub-Phase applications for the Project which included changes to the Project Phasing Schedule and corresponding changes to the Transportation Plan, Infrastructure Plan, public benefits, and certain mitigation measures. Addendum 1 to the FEIR, published on December 11, 2013, was prepared to evaluate these changes. The project sponsor now proposes to implement the Automatic Waste Collection System described in the FEIR as part of Utility Variant 4.

### *Project Summary*

The Project covers approximately 702 acres along the southeastern waterfront of San Francisco consisting of 281 acres at Candlestick Point (Candlestick) and 421 acres at Hunters Point Shipyard (HPS Phase II). The Final EIR evaluated the Project described in Chapter II and several Variants. The Board of

Supervisors approved several development options, including the Project with the stadium and two non-stadium variants. Specifically, the Board approved: (1) the Project with a stadium as described in Chapter II of the Final EIR with the Candlestick Tower Variant 3D, Utility Variant 4, and Shared Stadium Variant 5; (2) the Project without the stadium plus the R&D Variant 1, the Candlestick Tower Variant 3D, and the Utility Variant 4; (3) the Project without the stadium plus the Housing/R&D Variant 2a, the Candlestick Tower Variant 3D, and the Utility Variant 4; and (4) Sub-alternative 4A, which provides for the preservation of four historic structures located in the Hunters Point Shipyard and which could be implemented with either the stadium Project or non-stadium Variants. (See, Board of Supervisors CEQA Findings pp. 2-4)

The Major Phase 1 and Sub-Phase applications approved on January 7, 2014 implement the non-stadium Project with the Housing/R&D Variant 2a, including the Candlestick Tower Variant D. At the time of that approval, no decision had been made with respect to implementing the Utility Variant 4 and it was not discussed in Addendum 1.

As described above, the Final EIR analyzed and the Board of Supervisors approved Variant 4: Utilities Variant, which included the Automate Trash Collection System. The Variant would provide an automated trash collection system, which would transport trash from individual buildings and collection points and transfer it, via underground pneumatic tubes, to a centralized collection facility, from which solid waste, recyclable materials, and compostable materials would be removed via trucks. This automated system would replace the trash and recycling bins at individual buildings with two centralized facilities, one in Candlestick Point and another at Hunters Point.

### *Proposed Revisions to Project*

Subsequent to the Final EIR, the project sponsor has provided additional design and operational detail for the proposed Automated Waste Collection System (AWCS) and a second location for a central collection facility has been added in the Hunters Point Shipyard area. This Addendum 2 will evaluate the proposed implementation of the Automated Waste Collection System (AWCS) in Candlestick Point and Hunter's Point Shipyard included as one of the three utility infrastructure options analyzed in Utility Variant 4 in the context of the analysis included in Section IV.E of the FEIR and Appendix T3. The system will be designed, permitted, constructed, maintained and operated by TransVac in partnership with Recology. All of these changes are discussed below.

The TransVac AWCS is a solid waste collection system that uses underground pipes and pressurized air to transport streams of municipal solid waste (including recycling and compostable material) from multiple indoor and outdoor waste inlets to enclosed centralized waste collection facilities. The AWCS greatly reduces the need for door-to-door waste collection. As shown in the figure below, the AWCS consists of three separate parts: inlet points, pipe network, and a central collection facility.<sup>1</sup>

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<sup>1</sup> There will be a total of three (3) Central Collection Facilities in the AWCS. One will be located in the Candlestick Point portion of the Project Site, and two (2) will be located in the Hunters Shipyard area of Project Site. See text and graphics at p. 4, supra.

Once the waste is deposited into the system through the inlets, it drops into a sealed chamber located below the inlets which holds the material in place until an electronically controlled valve opens and drops the material into the horizontal underground transport pipe network. After the waste drops into the pipe, the valve closes and powerful electric fans create air pressure which propels the waste at high speed through a sealed network of underground pipes to enclosed compactors and waste containers at a centralized collection facility. Once the waste is placed in an inlet it will neither be seen nor handled again until it is unloaded from collection trucks that will pick up the waste at each collection facility and take the waste to Recology's solid waste and recycling facilities at Tunnel and Beatty Roads and Pier 96. The holding chambers will be emptied at least once every 8 hours.

The first of the three central collection facilities to be built will be sited on top of the parking garage at the Candlestick Point Retail Center (CP Center). It will be located at street level and accessed by a separate entrance from the garage. This collection facility will be approximately 6,300 square feet. The building will range in height from 16 feet to 36 feet and would comply with the height, setback and bulk requirements in the Design for Development Program under the 65-foot height limit in Candlestick Point. The other two central collection facilities will be located at Hunters Point Shipyard along Crisp Road, and on Spear Avenue near B Street. Both locations are in areas designated for Research and Development activities. Collection facilities at both locations would range from 16 feet to 36 feet, and would similarly comply with the Design for Development requirements under their respective height limits of 65 and 85 feet.

The main network of underground pipe is comprised of 20-inch inside diameter heavy gauge steel pipe that is welded, poly-wrapped and buried within the street rights-of way pursuant to a Major Encroachment Permit approved by the Board of Supervisors. The thicknesses of the pipe will vary from 3/8-inch to 1-inch based on pipe layout geometry of branches and bends.

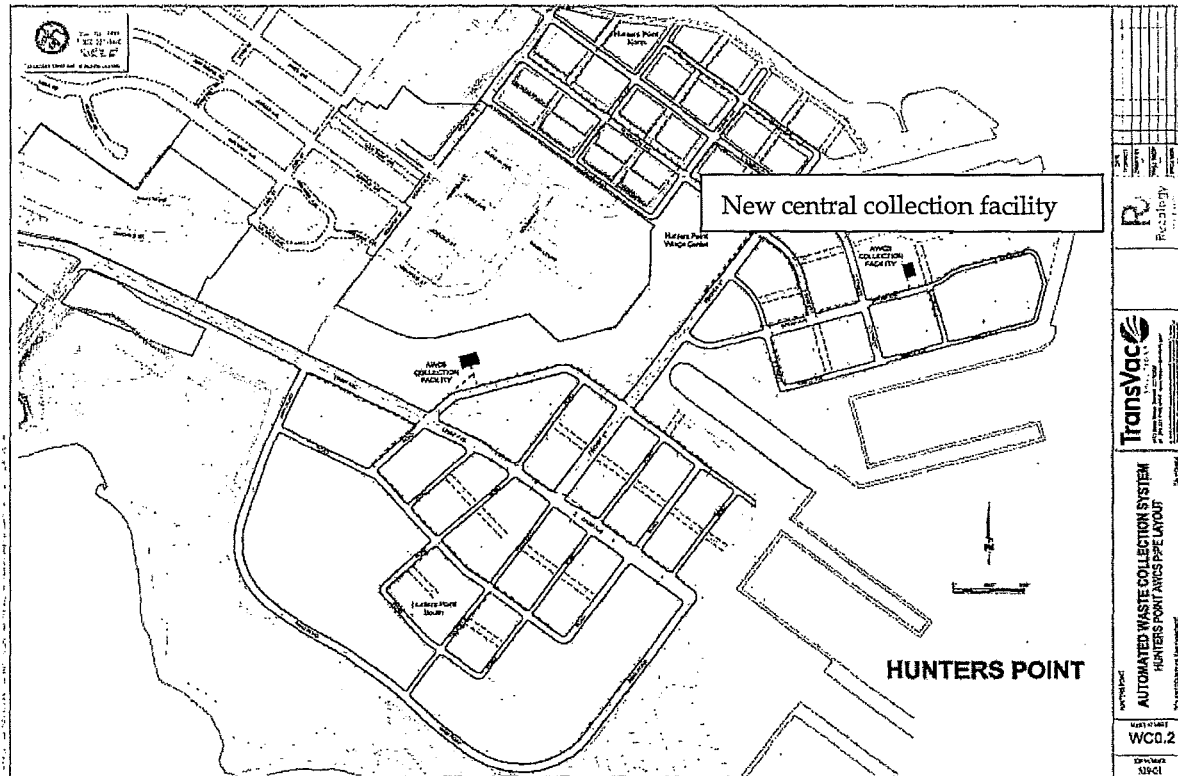
#### Permits

Recology will notify the SFDPH in its role as LEA under CalRecycle prior to commencing AWCS operations.

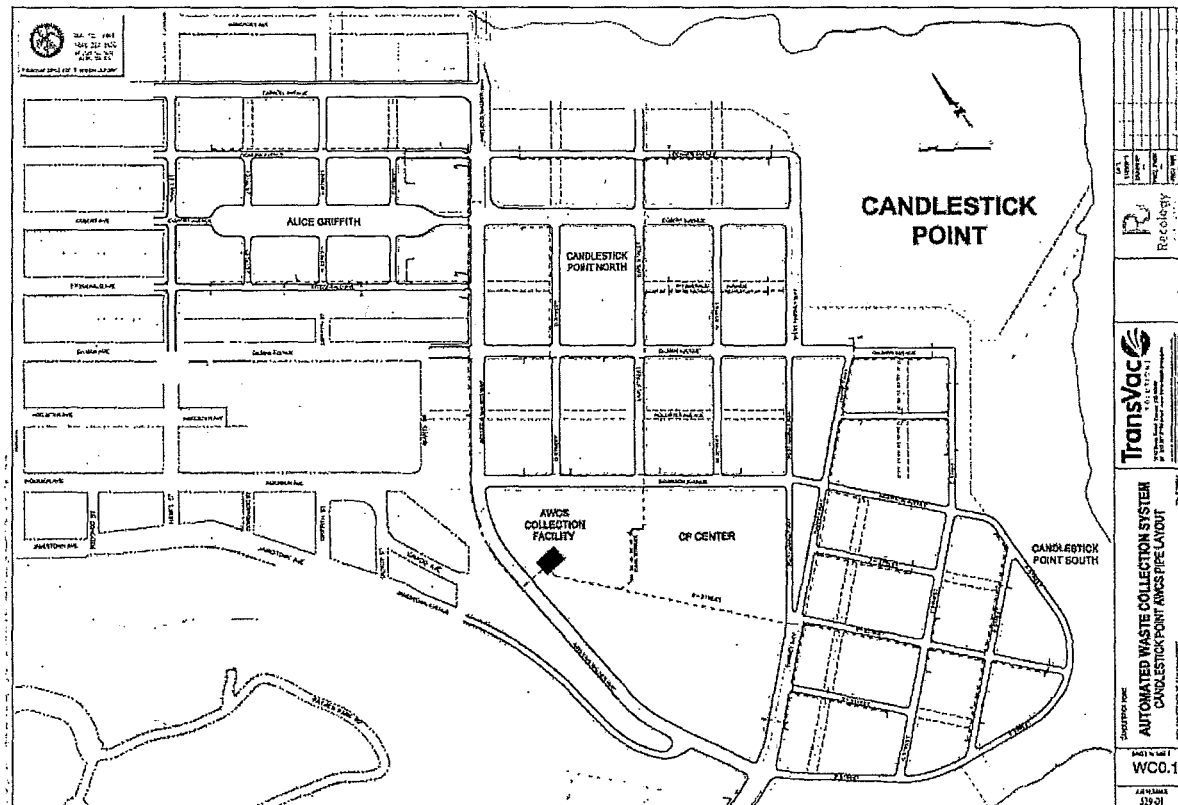
#### *AWCS Approvals*

Board of Supervisors - Major Encroachment Permit  
Department of Public Works - Subdivision Map and Excavation Permits  
Department of Building Inspection - Building Permits  
Planning Department - General Plan Referral

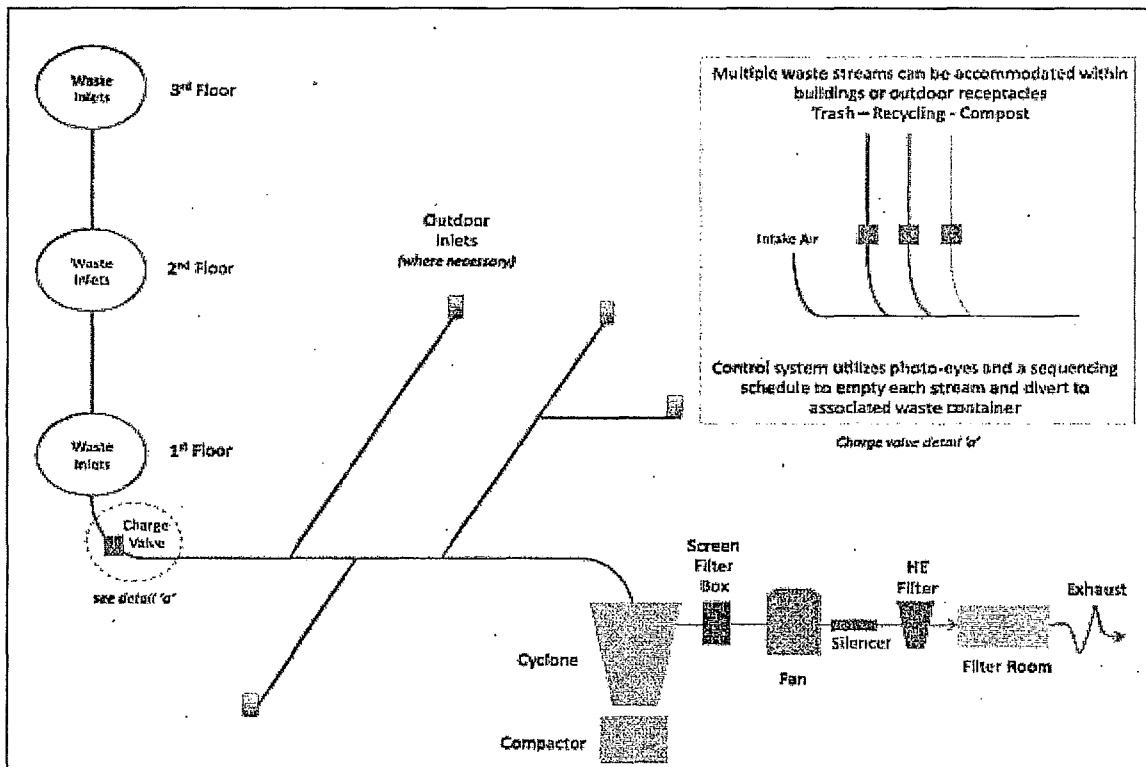
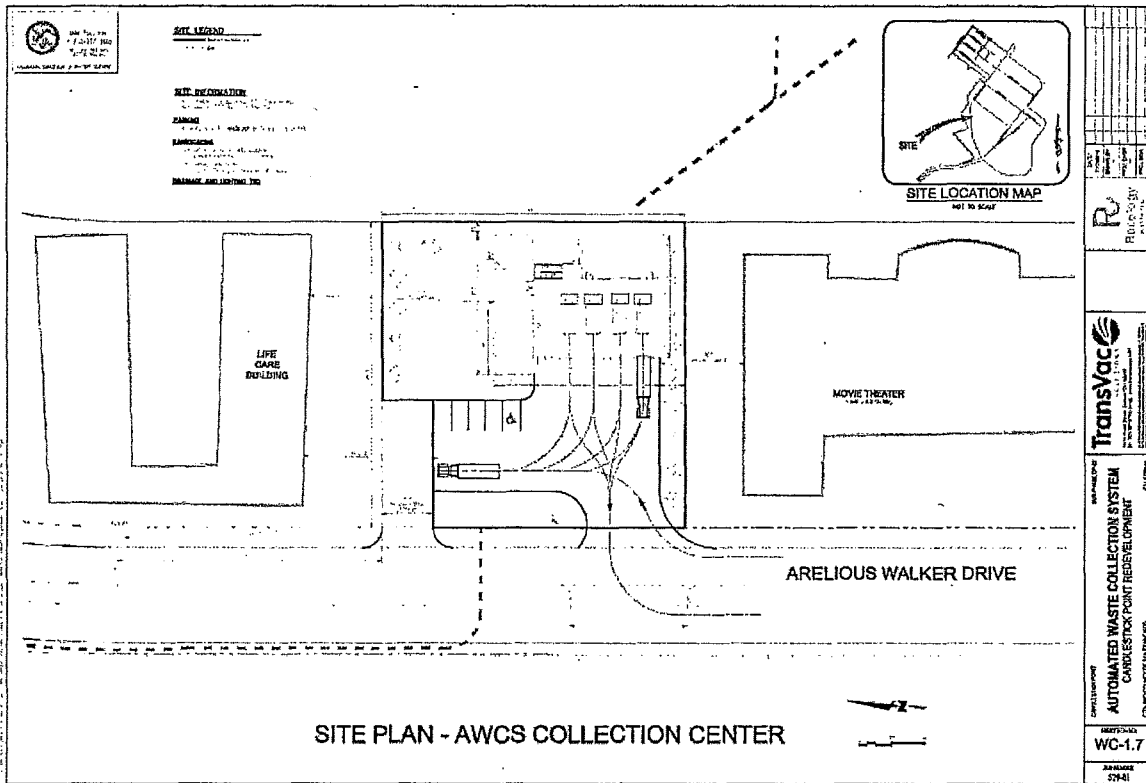
Other possible permits or regulatory requirements to be evaluated by the applicable agencies include the need for an air quality permit from BAAQMD, and the applicability of CalRecycle's Solid Waste Regulatory Tier program to the AWCS.



	PROJECT NO. 2007.0946E SHEET NO. WCC.2 DATE: 05/02/14 DRAWN BY: J33/01
	PROJECT NO. 2007.0946E SHEET NO. WCC.2 DATE: 05/02/14 DRAWN BY: J33/01
CONTRACTOR NAME: <b>AWCS COLLECTION FACILITY</b> HUNTERS POINT AWCS PIPE LAYOUT 2014 AUTOMATED WASTE COLLECTION SYSTEM	
SHEET NO. <b>WCC.2</b> DATE: 05/02/14 DRAWN BY: J33/01	



	PROJECT NO. 2007.0946E SHEET NO. WCC.1 DATE: 05/02/14 DRAWN BY: J33/01
	PROJECT NO. 2007.0946E SHEET NO. WCC.1 DATE: 05/02/14 DRAWN BY: J33/01
CONTRACTOR NAME: <b>AWCS COLLECTION FACILITY</b> CANDLESTICK POINT AWCS PIPE LAYOUT 2014 AUTOMATED WASTE COLLECTION SYSTEM	
SHEET NO. <b>WCC.1</b> DATE: 05/02/14 DRAWN BY: J33/01	



BASIC SCHEMATIC OF AWCS



## *Analysis of Potential Environmental Effects*

### Land Use and Plans

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant land use and plans impacts and no mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not result in any land use changes or the introduction of a new land use. The Hunters Point central collection facilities would be located in areas designated for Research and Development uses, where the collection facilities are permitted uses. The Candlestick Point central collection facility would be located in the regional shopping center garage, as proposed in the FEIR, where it is a permitted use. As explained in the project description, at this location, the facility will be on the roof of an underground garage, accessed at street level, with its own entrance. At all locations, the collection facilities will comply with applicable height, setback, bulk and other land use controls applicable to the sites. The proposed AWCS would not result in changes to the Project land use patterns, would not increase the Project density or intensity, and would not raise any new land use issues under the FEIR significance criteria. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to land use and plans impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's land use and plans impact findings.

### Population, Housing and Employment

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant population, housing and employment impacts and no mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings, because the AWSC would not affect population projections or housing conditions. The additional central collection facility may slightly increase construction employment, but given the small size of the facility any such increase would be insubstantial in the context of the construction employment assumed for the Project. Additionally, the FEIR assumed development would occur on the sites proposed for the central collection facilities. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to population, housing and employment impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's population, housing and employment impact findings.

### Transportation and Circulation

The traffic generation forecasts prepared in the FEIR included trips generated by various services associated with new development, including trash services, based on typical conditions when trash is collected throughout the site at individual buildings. Therefore, consolidation of the trash collection operations at three centralized locations may slightly increase the number of truck trips to those locations, but would also slightly reduce the traffic levels throughout the rest of the project because trucks would

no longer have to circulate through the site to individual buildings. The change in traffic volumes at any given location would likely be no more than one or two truck trips per hour, which would be negligible.

The roadways within the project site, specifically Harney Way and Arelious Walker Drive, within Candlestick Point, and Cargo Way, Jennings Street, Evans Avenue, Innes Avenue, Donahue Street, Lockwood Avenue, Fischer Street and Speer Street in the Hunters Point Shipyard area, have been designed to accommodate 40-foot trucks similar to those operated as part of the proposed automated waste collection system. Therefore, trucks should be able to safely maneuver within the project area.

The location of the collection facility driveways would conform to the design criteria described in the D4D documents for the CP-HPS Project and would therefore conform with reasonable design standards. Therefore, the design of the roadway network and the location of the driveways would be consistent and compatible with the proposed circulation of trucks to and from the collection sites.

Thus, the effects of locating the AWCS central collection facilities at the proposed locations would not change any of the traffic or circulation impact conclusions in the FEIR or require any new mitigation measures. See **Appendix A**. Construction of the AWCS facilities would be subject to compliance with the construction traffic management program required by MM TR-1. Additionally, there are no changed circumstances or new information that would change the FEIR's traffic and circulation impact findings.

### Aesthetics

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant aesthetic impacts and mitigation measures were required for construction and light and glare impacts. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the AWCS central collection facilities are located on sites where development was anticipated and analyzed in the FEIR and they would comply with all applicable land use controls; (2) a significant portion of the AWCS would be located underground; (3) the central collection facilities in Hunters Point would be sited on the development lot so that the structures may be partially or fully screened from the street by other buildings; (4) the building will be designed in accordance with the D4D; (5) the AWCS would eliminate the need for unsightly trash dumpsters, which would otherwise be located throughout the Project development areas; and (6) the applicable mitigation measures would be implemented. Applicable mitigation measures include MM AE-2 for construction visual impacts, MM AE-7a.1 -7a.3 for lighting requirements, and MM AE-7a.4 for glare impacts. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to aesthetic impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's aesthetic impact findings.

### Shadow

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant shadow impacts and no mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional

central collection facility in Hunters Point, would not change the FEIR findings because: (1) much of the system (transport piping) would be located underground; (2) the structures for the central collection facilities would be approximately 16-36 feet in height in areas zoned for heights between 65-85 feet and consequently would not cast any significant shadows beyond those analyzed in the FEIR; and (3) the central collection facilities would be constructed in areas where development was anticipated and analyzed. As explained in the project description, at the Candlestick Point location, the facility will be on the roof of an underground garage, accessed at street level, with its own entrance. At all locations, the collection facilities will comply with applicable height, setback, bulk and other land use controls applicable to the sites. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to shadow impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's shadow impact findings.

### Wind

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant wind impacts and mitigation measures for buildings over 100 feet in height were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) much of the system (transport piping) would be located underground; (2) the central collection facilities would be constructed in areas where development was anticipated and analyzed; and (3) the structures for the central collection facilities would be approximately 16-36 feet in height in areas zoned for heights between 65-85 feet and consequently would not create the potential for significant wind impacts beyond those analyzed in the FEIR. As explained in the project description, at the Candlestick Point location, the facility will be on the roof of an underground garage, accessed at street level, with its own entrance. At all locations, the collection facilities will comply with applicable height, setback, bulk and other land use controls applicable to the sites. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to wind impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's wind impact findings.

### Air Quality

#### *Construction Emissions*

The FEIR evaluated three construction related air quality impacts: *Impact AQ-1: Criteria Pollutants (Construction)*, *Impact AQ-2: DPM from Construction Activities*, and *Impact AQ-3: TACs from Construction Activities*. The construction activity data that was used to estimate emissions included construction in the areas where the facilities will be located. The construction HRA in the FEIR also included construction activities and construction emission sources in these locations. Thus, the construction impacts of the ACWS were included in the FEIR analysis. Consequently, the findings of the FEIR for *Impact AQ-1: Criteria Pollutants (Construction)*, *AQ-2: DPM from Construction Activities*, and *Impact AQ-3: TACs from Construction Activities* would not change based on the additional detail now available for the AWCS. Construction of the AWCS would comply with MM AQ 2.1 for construction emissions.

### *Operational Emissions*

The FEIR evaluated operational emissions in *Impact AQ-4: Criteria Pollutants (Operational)* and *Impact AQ-5: Carbon Monoxide*. The FEIR included an analysis of criteria air pollutants (CAP) emissions from 78,109 daily external motor vehicle trips and area sources such as natural gas combustion, maintenance equipment, and consumer product use. Implementation of the AWCS would result in CAP emissions from truck travel and PM emissions from the exhaust of the AWCS Facilities.

In the FEIR, the emissions from the 78,109 trips were estimated using URBEMIS, which assumes a standard mix of vehicle types for the city/county. This mix would include both heavy trucks and passenger cars. The mix of vehicles for the city/county includes vehicles used for all types of trips, including waste pick up.

With implementation of the AWCS, the total quantity of vehicle miles traveled by garbage trucks throughout the Project would be significantly reduced. Each facility would have approximately 14 one way daily truck trips (7 trucks to and from each central collection facility), resulting in 21 daily round truck trips which go directly to and from each central collection facility rather than from building to building throughout the Project. Thus, emissions from the truck trips associated with the AWCS were fully accounted for in the FEIR and actual truck trip emissions with implementation of the AWCS would be lower than estimated in the FEIR due to the AWCS reduced truck miles traveled.

Emissions from the exhaust of the AWCS central collection facilities are expected to be minimal due to the design of the multi-stage dry filtering system. In an effort to further minimize emissions from the facilities, the air filtration system will be designed to meet the Bay Area Air Quality Management District's (BAAQMD) Best Available Control Technology (BACT) for solid material storage – Enclosed.<sup>2</sup> While BAAQMD has not determined the applicability of its BACT regulations to this facility, Environ has determined that this category is the most similar representative category as reported in the BAAQMD BACT handbook. See **Appendix B**. The BACT limit is 0.01 grains per dry standard cubic foot (gr/dscf). Given this emission rate and the exhaust rate of the system, emissions for solid material storage would be 27.2 pounds per day (lb/day) or 4.96 tons PM<sub>10</sub> per year for one facility, as shown in Table 2. A source test may show that actual emissions from the AWCS may be much lower. Once the AWCS is operational, Recology will conduct initial testing of exhaust air for PM<sub>10</sub> emissions to ensure the emissions do not exceed the estimated rate of 27.2 lbs/day in Table 2. Recology will also develop an Operation Plan for the AWCS which will include a periodic monitoring schedule for testing air emissions from the AWCS. Recology will notify SFDPH in its oversight role as LEA under CalRecycle prior to commencing AWCS operations. Testing results will be submitted to the LEA within 30 days of receipt of final testing results.

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<sup>2</sup> BAAQMD BACT Guideline, Section 11, Miscellaneous Sources, Solid Material Storage – Enclosed, Doc. #1571.1 (10/18/91). Available at: <http://hank.baaqmd.gov/pmt/bactworkbook/default.htm>.

Table 2  
 Estimated PM<sub>10</sub> Emissions from Discharge of one Facility

Emissions	Flow Rate	Emissions	
		lb/day	tons/year
gr/dscf	scf/min		
0.01	13,200	27.2	4.96

The FEIR determined that Impact AQ-4 was significant and unavoidable. The FEIR estimated PM<sub>10</sub> emissions from the 2010 Project to be 1490 lb/day. Assuming the emissions in Table 2 from the discharge at each of the three collection facilities, calculated PM<sub>10</sub> emissions for the Project would increase approximately 6% overall. However, the reduced truck travel distances associated with the AWCS would also decrease PM<sub>10</sub> emissions, such that a net increase of PM<sub>10</sub> emissions, assuming the Table 2 levels, would be less than 6% of that total. Such a change in the project emissions would not change the conclusions of *Impact AQ-4: Criteria Pollutants (Operational)*. Further, the conclusions related to *Impact AQ-5: Carbon Monoxide (less than significant)* would not change based on the additional detail now available for the AWCS. The AWCS is an all-electric system and thus no carbon monoxide emissions are generated and the AWCS reduces truck travel.

**Health Impact of Operation of the Facilities**

The FEIR evaluated the concentrations of TACs from operation of Research and Development uses in *Impact AQ-6: Toxic Air Contaminants*. The AWCS will not accept any hazardous waste or other sources of TACs. While TACs may be associated with waste, the waste will be stored at the collection facilities for a less than a day and hence would not be expected to break down and emit TACs. Furthermore, any decay of materials will occur within the enclosed containers ensuring that TACs will not be emitted into the environment at any appreciable quantities. Thus, the AWCS would not change the findings of *Impact AQ-6: Toxic Air Contaminants (less than significant with mitigation)*.

*Impact AQ-7: Traffic PM<sub>2.5</sub>* evaluated the impact of vehicular traffic on PM<sub>2.5</sub> concentrations. The operation of the AWCS would result in PM<sub>2.5</sub> emissions from trucks transporting the waste offsite. Seven trucks per day are expected to come to each of the three collection centers to collect the waste and transport it to the Recology Transfer Station at Tunnel Road or the recycling facility at Pier 96. The FEIR evaluated the PM<sub>2.5</sub> concentration attributable to emissions from vehicles on surface streets in the Candlestick Point and Hunters Point Shipyard area as a result of the Candlestick Point-Hunters Point Shipyard Phase II Development in accordance with San Francisco's Article 38. Several roads were analyzed, including Third Street, Harney Way, and Evans Avenue. Article 38 focuses on PM<sub>2.5</sub> concentration as opposed to other chemicals of concern. While PM<sub>2.5</sub> is not the only pollutant of concern, the FEIR states that "the threshold concentration of PM<sub>2.5</sub> is meant to serve as a health-protective 'proxy' or surrogate for pollutant exposure from vehicles."

Different types and sizes of vehicles emit air pollutants in different amounts. When determining the emissions from this traffic, a mix of vehicles was assumed. This "fleet mix" was determined using ratios of vehicle miles travelled by vehicle class reported in California Air Resources Board's Emission Factor Model (EMFAC), and thus it includes a certain percentage of trucks. Based on the traffic volume from the transportation analysis and percent of trucks from EMFAC, the Article 38 analysis assumed over 500

trucks per day on the roads analyzed, depending on the road. The estimate of truck traffic in EMFAC is based on projections of all types of truck traffic, which includes truck travel associated with a traditional waste collection system. Thus, by using EMFAC's fleet mix, the previous analysis would have included truck travel associated with a traditional waste collection system. The AWCS would decrease the truck travel on the main roads due to the larger capacity of the trucks associated with the AWCS and would virtually eliminate travel of waste collection trucks on small residential roads. Thus, the impacts of the seven trucks (14 one-way trips) associated with each of the central collection facilities were included in the Article 38 analysis and the additional detail now available for the AWCS would not change the conclusions of *Impact AQ-7: Traffic PM<sub>2.5</sub> (less than significant)*.

### *Odors*

Odors have not been an issue at any other AWCS site due to the odor-reducing design of the AWCS. The design of the AWCS has four characteristics which substantially minimize the potential for waste-related odor:

- 1.) Waste deposited in the inlets is transported to sealed waste containers in a matter of hours, minimizing waste storage time in buildings where odors could collect;
- 2.) Waste inlet storage chutes and chambers are under slight negative pressure so odors cannot escape through inlets into buildings;
- 3.) Most waste deposited in the inlets will be contained within plastic or compostable bags throughout the entire AWCS process; and
- 4.) The volume of air passing through the transport system substantially reduces potential odor sources.

Air inlets are not anticipated to be a source of odor. As further described in the Odor Management Plan, waste does not come into contact with the ambient environment which reduces the potential for odors to escape from the system. Even when the system is idle, there is negative pressure in the system, which further limits the potential for odors to be released. See **Appendix B**

Recology and TransVac have prepared an Odor Management Plan ("Odor Plan") that addresses TransVac management practices such as maintenance requirements and "best practices" for operational personnel related to odor issues. (See attached Odor Plan.)

*Impact AQ-8: Odors* states that "there may be some potential for small-scale, localized odor issues to emerge around project sources such as solid waste collection, food preparation, etc." The FEIR found the effects "would be resolved by interventions after receipt of any complaints" and would be less-than-significant.

Recent BAAQMD guidance recommends reviewing odor complaints for similar facilities in the area to determine odor impacts of the proposed facility.<sup>3</sup> While there are no similar AWCS facilities nearby, TransVac has built and operated other similar facilities, most near hospitals. TransVac representatives report that TransVac has received no odor complaints from these facilities. Furthermore, to observe the

<sup>3</sup> BAAQMD. 2012 CEQA Air Quality Guidelines. Available at:  
[http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines\\_Final\\_May%202012.ashx?la=en](http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en)

odor conditions at a similar TransVac facility, ENVIRON visited the facility at the Swedish Hospital near Seattle, Washington. The site visit occurred during normal operating hours and conditions and when waste was emptying into the compactor. ENVIRON staff did not experience any odors at the site.

Furthermore, the features of the AWCS substantially minimize odor compared with a conventional waste collection system. With the AWCS, waste is deposited through inlets, drops into a hold chamber, and is held in place until a valve opens and allows the material to drop into the horizontal underground transport pipe network. The valve closes immediately after waste drops into the pipe network. This network is sealed throughout the system, and any potential odor is contained within the piping network. As noted above, waste held in the chamber will be emptied at least every 8 hours. Should the holding chambers fill up prior to the next scheduled time, a photo detector will automatically trigger the emptying of the chamber. In conventional waste collection systems, waste may be stored in trash containers inside buildings, outside residential units, or at curbside for up to 7 days prior to collection, resulting in odor where people live and work. The longer waste is allowed to molder the greater the potential for odors. The AWCS would reduce the time waste is stored in building holding chambers to 8 hours or less. Furthermore, the AWCS is always under negative pressure so there is no buildup of odors.

The AWCS concentrates waste collection and the potential for odors to the three AWCS central collection facilities, but the potential for odors at the facilities might be less than the odors collected at any individual site in a conventional waste collection system. The lids to containers in a conventional waste collection system may be left open or ajar, allowing odors to be released which is especially problematic during warm weather. The AWCS eliminates these sources of odors by eliminating individual cans and keeping waste enclosed. Even at the central collection facilities, the waste would be enclosed. Waste transported through the sealed pipe network travels to a cyclone separator and a waste compactor, which compresses the waste into sealed metal transport containers. When an AWCS waste container is full it is disconnected from the compactor and transported by truck to a waste disposal or recycling facility. The waste would be stored at the site for less than a day, compared with waste left for up to 7 days at residences and commercial properties in a conventional system.

Odor has not been an issue at the existing known AWCS facilities, presumably due to features incorporated into the design. The only odiferous air that vents to the atmosphere is the discharge of the network of pipes. Before this air is discharged to the environment, the air is separated from waste with the cyclonic separator, and flows through a filter room. Due to the sheer volume of air needed to pull the waste through the system to the central collection facilities, odors are expected to be diluted before even receiving treatment. Air inlets will be located in the piping system in the streets and will occur throughout the community. These tend to be located upstream of waste inlets. Odors are not expected to be released from these inlets because the system is kept at negative pressure. In the event of a power outage, air could be present in the vents, but such a situation would be temporary and rare. Further, the system could be evacuated to remove waste if necessary and eliminate any collection of odors

Nonetheless, to reduce the potential for complaints and small-scale, localized odor issues, Recology and TransVac have prepared and would comply with an Odor Management Plan. This plan uses CalRecycle's

Sample Odor Impact Minimization Plan<sup>4,5</sup> as a guide for addressing odors. The Odor Plan, which is included as Attachment A of this document, outlines an odor monitor protocol, odor complaint response protocol, and describes the odor management measures.

Due to the design of the facilities, AWCS would not change the conclusion of *Impact 8: Odors (less than significant)*. Further, Recology would manage the AWCS to minimize odors and address odor complaints if any, in compliance with the Odor Management Plan. Finally, the LEA for solid waste facilities has the authority to ensure that odor complaints, if any, are adequately addressed by Recology.

### **Regional Air Plans**

*Impact AQ-9: Consistency with Regional Air Plans* compares the Project with the *Bay Area 2005 Ozone Strategy* and the *2009 Clean Air Plan*. The review of both plans focused on transportation and the need for smart growth. The AWCS is consistent with reduced transportation and smart growth strategies because the system takes heavy duty waste collection trucks off of neighborhood roads and reduces the total amount of truck miles driven. Thus, the AWCS would not conflict with the findings of *Impact AQ-9: Consistency with Regional Air Plans (less than significant)*.

Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to air quality impacts and would not require any new mitigation measures. Construction of the AWCS would be subject to MM AQ-2.1 requiring the use of emission control devices on construction equipment. Additionally, there are no changed circumstances or new information that would change the FEIR's air quality impact findings.

### **Noise and Vibration**

At the bottom of the chute in buildings there will be some noise from air intakes, but substantially less than is typical in a traditional gravity chute system used throughout San Francisco. The noise will be less because the air inlets typically will be located in garages and discrete areas, and are in use only when the particular type of waste is being emptied into the horizontal piping network. Each inlet typically will be emptied 2 or 3 times a day. The emptying into the system's pipe network process will likely generate noise in the 55-70 dB range level.

Noise levels within the central collection facility may reach levels between 60 and 80 dB. Sound isolation wrap on the pipes within each central collection facility will be installed to reduce the noise levels to approximately 60 dB. Inside the equipment room which houses the fans and some of the filtering equipment, noise levels can typically reach 110 dB. This room will not be occupied during operation. The fans will be acoustically wrapped, will be located in a sound insulated room, and will be mounted on an isolation base along with spring isolators that are attached to the floor. The mass of the base in conjunction with the spring isolators attenuates vibrations that may be transmitted to the floor. Vibration sensors are part of the fan and will shut down the fan if the fans become unbalanced.

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<sup>4</sup> CalRecycle. Sample Odor Impact Minimization Plan. Available at:  
<http://www.calrecycle.ca.gov/swfacilities/compostables/Odor/OIMP/Sample.doc>.

<sup>5</sup> While this document was used as a guide for the attached odor management plan, many of its provisions are intended for a traditional waste collection or transfer facility and thus are not applicable to the AWCS.



Noise at the exhaust louvers during operation cycles will not exceed 65 dB measured at 15 feet. This is achieved by utilizing acoustic silencers in the pipe before the filter room and large acoustical louvers of 8 feet by 8 feet. The size of the exhaust louvers reduces air speed to around 5 mph, which significantly reduces any noticeable noise.

### *Construction*

The 2010 EIR identified three construction related noise and vibration impacts:

- NO-1(a-c): Construction activities associated with the Project would generate increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction); they would also not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the Municipal Code. (Less than Significant with Mitigation)
- Impact NO-2(a-c): Construction activities associated with the Project would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 & 2908 of the Municipal Code, vibration levels would still be significant. (Significant and Unavoidable with Mitigation)
- Impact NO-3: Construction activities associated with the Project would result in a substantial temporary or periodic increase in ambient noise levels. (Significant and Unavoidable with Mitigation)

The construction noise and vibration impact assessment described in the 2010 EIR included construction activities in the areas where the AWCS are proposed to be located. Thus, the construction impacts of the AWCS were included in the 2010 EIR analysis. Consequently, the findings of the 2010 EIR for *Impact NO-1*, *Impact NO-2*, and *Impact NO-3* would not change based on the additional detail now available for the AWCS.

### *Operation*

The 2010 EIR identified the following five noise and vibration impacts related to long-term operation of the Project:

- Impact NO-4: Implementation of the Project, including the use of mechanical equipment or the delivery of goods, would not expose noise-sensitive land uses on or off site to noise levels that exceed the standards established by the City. (Less than Significant)
- Impact NO-5: Implementation of the Project would not generate or expose persons on or off site to excessive groundborne vibration. (Less than Significant)
- Impact NO-6: Operation of the Project would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes. (Significant and

Unavoidable)

- Impact NO-7: Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert. (Significant and Unavoidable with Mitigation)
- Impact NO-8: Implementation of the Project would not expose residents and visitors to excessive noise levels from flights from San Francisco International Airport such that the noise would be disruptive or cause annoyance. (Less than Significant)

Regarding *Impact NO-6*, the original Project analyses estimated over 500 trucks per day generated by the Project and is assumed to have included truck travel in a traditional waste collection system. The AWCS would not increase the truck travel on the main roads and would decrease travel on small residential roads. Thus, the impact of seven daily trucks (14 one-way trips) associated with each of the collection facilities were included in the EIR noise impact analysis, and the additional detail now available for the AWCS facilities would not change the conclusions of *Impact NO-6* regarding traffic noise levels.

Regarding *Impact NO-7*, the current Project does not include the stadium, and any noise impacts associated with the stadium are no longer relevant.

Regarding *Impact NO-8*, the original Project analysis assessed the potential for exposure of residents and visitors to excessive noise levels from flights to or from San Francisco International Airport. The inclusion of the AWCS facilities would replace the more traditional trash collection system for the developed area of the project site and would not change or influence the provision of residential or visitor uses in the project. Consequently, the AWCS facilities would not alter the conclusions identified in *Impact NO-8*.

Inclusion of the AWCS facilities could potentially alter the conclusions of *Impact NO-4* and *Impact NO-5*. Therefore, this supplemental assessment focuses on noise and vibration from operation of the AWCS potentially affecting nearby sensitive receptors. Below we describe the methods used in this supplemental noise and vibration impact assessment to determine whether the proposed AWCS facilities would result in any new significant noise or vibration impacts beyond those identified in the EIR or substantially increase the severity of a previously identified significant impact.

#### *AWCS Noise Levels*

To characterize the noise and vibration of the proposed AWCS equipment and processes, ENVIRON visited an AWCS collection facility at Swedish Medical Center in Issaquah, Washington. The Swedish Medical Center system is similar to, though smaller than, the AWCS facilities proposed for the Project.

*Fan Room* - The fan room of the Swedish Medical Center AWCS contains two 100 horsepower (hp) fans and a compressor. When the fans and compressor were operating at full power, the measured sound level inside the fan room was 88 dBA. Because the proposed AWCS facilities at the Project are expected to contain four 250 hp fans and two compressors, the sound level inside the proposed fan rooms could be as high as 7 dBA louder than measured at the Swedish Medical Center facility, resulting in an

estimated sound level of 95 dBA inside the fan rooms.

The following design features are expected to reduce the sound levels of the fans and compressors at locations outside of the AWCS central collection facilities:

- The fan rooms would be contained within the larger AWCS buildings.
- The walls of the fan rooms would be constructed of filled concrete block.
- The fans would be wrapped with acoustical blankets.
- The fans would be connected to the ducting with resilient collars.
- Fan exhaust would travel through a silencer, several filters, and an acoustic louver prior to exiting outside.

*Exhaust Louver* – Each AWCS facility would include an exhaust louver on the outside wall of the facility. The measured sound level of the exterior exhaust louver during full operation of the fans at the Swedish Medical Center was 51 dBA at 25 feet (adjusted from 60 dBA at a distance of 8.5 feet).

*Waste Collection Area* - The collection areas of the proposed AWCS central collection facilities would include four compactors/cyclones and ducting through which the collected material would travel. During the visit to Swedish Medical Center, ENVIRON measured a sound level of approximately 75 dBA at 25 feet due to trash flowing through ducting. However, this activity occurs only sporadically (assumed to be 5 minutes or less per hour), and the hourly Leq was estimated to be approximately 64 dBA at 25 feet. <sup>6</sup>

The sound level of the compactors was provided to ENVIRON by TransVac and is estimated to be approximately 57 dBA at 25 feet. For this assessment, the compactors were assumed to operate continuously, although they are not compacting trash the majority of the time.

The collection areas would be enclosed within the AWCS buildings but would include two sliding doors to allow truck access to the waste containers. The doors would remain closed until trucks arrive to remove full waste containers or to deliver empty containers.

#### *Noise Model*

ENVIRON conducted noise modeling of the AWCS facilities using Datakustik's CadnaA noise model, version 4.3.143, based on ISO 9613-2 calculation methods. CadnaA is similar to the model used in the EIR (SoundPLAN) and considers frequency-specific sound level data, topography, intervening buildings, barriers, atmospheric conditions, and other factors. The model allows the user to input frequency-specific sound level data based on measurements or manufacturer specifications. See Appendix C.

Using source data captured at the Swedish Medical Center AWCS and/or provided by TransVac, ENVIRON modeled the sound levels of the three proposed AWCS facilities Candlestick Point and Hunter's Point. Noise model receptors were selected based on proximity of sensitive uses to the proposed AWCS facilities. Modeled levels were predicted at the nearest existing off-site residential receivers,

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<sup>6</sup> The Leq is the constant sound level that would contain the same acoustic energy as the varying sound level during the same time period (i.e., the average noise exposure level for the given time period).

nearest proposed on-site residential receivers, and if applicable, nearest non-residential noise-sensitive receivers.

#### *Noise Standards*

As for the noise assessment conducted for the EIR, ENVIRON compared the modeled sound levels to the noise standards established by the City of San Francisco (section 2909 of the San Francisco Noise Ordinance). For dwellings, the City applies a noise limit of 45 dBA between 10 PM and 7 AM (55 dBA between 7 AM and 10 PM) at locations inside a sleeping or living room. For this assessment, we assumed the windows would be open for ventilation and applied the noise limit at the exterior wall of the nearest dwellings. We also assumed the facilities could operate day or night, and applied the more restrictive nighttime noise limit of 45 dBA at the nearest dwellings. The City noise limits are applied to specific facility-related noise, not to the overall noise levels (i.e., not to the existing ambient levels plus the Project noise).

The City Noise Ordinance also restricts increases over ambient noise levels to 5 dBA when emanating from a residential use or 8 dBA when emanating from a commercial/industrial land use. Because this is a commercial use, the increase would be restricted to 8 dBA at neighboring properties. Existing ambient sound levels were based on the measured off-site ambient levels identified in the EIR. The ambient noise level can be established through measurement, but in no case shall be considered to be less than 45 dBA in exterior locations.

#### *Model Results and Conclusions*

Using the equipment sound level assumptions identified above, ENVIRON modeled the sound levels of the AWCS facilities at the Candlestick Point, Hunter's Point South, and Hunter's Point North facilities. Results of the AWCS noise modeling assessment are summarized in Table 3.

As shown in Table 3, the modeled sound levels of the AWCS facilities at the nearest existing or proposed residential dwellings to each proposed facility are 43 dBA or less. This would comply with the City's interior nighttime noise limit of 45 dBA applied to specific Project-related noise. Additionally, note that predicted sound levels are at the outside plane of a window, and not inside a living space. It is expected that, even with windows open, interior levels would be slightly lower than outside the building envelope.

In addition, the estimated increases over ambient levels at the nearest sensitive receivers to each site are 2 dBA or less, which would comply with the City's restriction on increases to 8 dBA or less due to commercial/industrial uses.

Based on the above, noise levels are expected to comply with the San Francisco Municipal Code, and thus the impact would be less than significant. These findings are consistent with the findings outlined in *Impact NO-4*.

**Table 3**  
**Noise Modeling Results, AWCS at Candlestick Point and Hunter's Point (dBA)**

AWCS Location	Receiver Type	Ambient Levels (dBA, L90) a	Modeled Levels (Leq, dBA)b			Notes
			AWCS	Overall	Increase	
Candlestick Point	Nearest Proposed On-Site Residence	46	38	47	1	Approximately 110 feet north of the AWCS facility
	Nearest Existing Off-Site Residence	46	21	46	0	Approximately 500 feet northwest of the AWCS facility
	Nearest Proposed Commercial	46	43	48	2	Movie Theater, approximately 50 feet south of the AWCS facility
Hunter's Point South	Nearest Off-Site Residence (under	45	29	45	0	Approximately 200 feet northwest of the AWCS
Hunter's Point North	Nearest Proposed On-Site Residence	45	32	45	0	Approximately 110 feet northwest of the AWCS

Note: Apparent mathematical errors in the displayed increase are due to rounding to the whole number, not due to calculation errors.

<sup>a</sup> The ambient level at the locations near the Candlestick Point development was considered to be the lowest of the measured ambient levels (identified as 46-50 dBA) at location N6 in EIR Table III.1-4. The ambient level near the Hunter's Point developments was considered to be 45 dBA, since most of the measured levels identified for location N3 in EIR Table III.1-4 were less than 45 dBA.

<sup>b</sup> Because the analysis assumed most of the equipment would operate continuously at full capacity, the modeled hourly Leq levels can be considered similar to the L90 levels (i.e., the level exceeded 90% of the time). The only exception is the sound from trash traveling through the ducts in the collection facility. The L90 level would not include this activity since it would occur less than 90% of an hour (i.e., less than 6 minutes per hour), but the modeled hourly Leqs include some of this sound energy. Therefore, the results can be considered conservative.

**Waste Collection Noise Levels**

As part of this review, ENVIRON also considered potential noises associated with the collection of the waste containers at the AWCS facilities. To characterize these sources, ENVIRON observed and measured a container pickup and drop-off at two different sites. Both the pickup and drop-off included brief, loud noises from the arrival and departure of a diesel truck, brake releases, the truck engine revving to lift the bed of the truck and pull up or lower the container, minor clanks and bangs, and the truck engine idling while the driver prepared the container for pickup or release.

<sup>2</sup> The L90 is the level exceeded 90% of the time, or 54 minutes of any hour. A container pickup/drop-off would occur for

Because the waste collection truck is not a fixed source, it would not be subject to the interior noise limits for residences as identified in section 2909 of the San Francisco Noise Ordinance (i.e., 55 dBA during the day and 45 dBA at night inside sleeping or living rooms). However, it would be subject to section 2904, which regulates waste disposal services and requires the mechanical processing system on waste collection trucks to not exceed 75 dBA when measured at a distance of 50 feet from the equipment, and requires collectors to otherwise incorporate sound-deadening devices in their operations as are reasonably feasible in the judgment of the Director of Public Health. Furthermore, because the collection noise would occur only for short periods during the seven container pickups/drop-offs daily, it would not affect the ambient levels (as characterized by the L90 in the EIR).<sup>7</sup> Therefore, although the waste collection activities would produce brief, loud noises, these types and levels of noise would fall within the range of ordinary urban noise and would not result in significant noise impacts. These findings are consistent with the findings outlined in *Impact NO-4* as regard waste collection activities.

#### ***AWCS Vibration Levels***

During ENVIRON's visit to the Swedish Medical Facility AWCS, there were no noticeable vibrations inside the fan room from the fans or any other equipment. The fans were mounted on an isolation base along with shock isolators that were attached to the floor. The mass of the base in conjunction with the shock isolators attenuated vibrations that may have been transmitted to the floor. These same design features will be used at the Candlestick Point and Hunter's Point AWCS facilities. Therefore, operation of the AWCS facilities would not generate or expose persons on or off site to excessive groundborne vibration and any impact would be less than significant. This finding is consistent with the finding outlined in *Impact NO-5*.

Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to noise and vibration impacts and would not require any new mitigation measures. Construction of the AWCS would be subject to MM NO-1a.1 requiring the use of noise reducing practices during construction. Additionally, there are no changed circumstances or new information that would change the FEIR's noise and vibration impact findings.

#### **Cultural Resources and Paleontological Resources**

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in both less than significant and significant unavoidable cultural and paleontological resource impacts and mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the new facilities would be constructed in areas where development was anticipated and analyzed in the FEIR; and (2) applicable Project mitigation measures would be required for the potential construction related impacts associated with the excavation required for the AWCS. Depending on the location and depth of excavation, potentially applicable mitigation measures include MM CP-2a for impacts to archeological resources and MM CP-3a for impacts to

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<sup>7</sup> The L90 is the level exceeded 90% of the time, or 54 minutes of any hour. A container pickup/drop-off would occur for less than 15 minutes of any hour.

paleontological resources. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to cultural and paleontological resource impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's cultural and paleontological resources impact findings.

### Hazards and Hazardous Materials

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant hazards and hazardous materials impacts and mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the central collection facilities and underground piping system would be constructed in areas where development was anticipated and analyzed in the FEIR; (2) the AWCS would not accept any hazardous waste or other sources of toxic contaminants; (3) implementation of applicable mitigation measures would be required for the potential impacts associated with the construction of the AWCS; and (4) construction of the AWCS would be required to comply with all applicable regulatory requirements for hazards and hazardous materials. Potentially applicable mitigation measures include MM HZ-1a for site mitigation plans, MM HZ-2a.1 for unknown contaminants, MM HZ-2a.2 for site specific health and safety plans, and MM HZ-15 for dust plans. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to hazards and hazardous material impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's hazards and hazardous material impact findings.

### Geology and Soils

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant geology and soils impacts and mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the central collection facilities and underground piping system would be constructed in areas where development was anticipated and analyzed in the FEIR; (2) implementation of applicable mitigation measures would be required for the potential impacts associated with the construction of the AWCS; and (3) construction of the AWCS would be required to comply with all applicable regulatory requirements for geological and soils conditions. Potentially applicable mitigation measures include MM GE-2a for dewatering during construction, MM GE-4a.1, MM GE-4a.3, MM GE-6a, MM GE-10a, and MM GE-11a for site specific geotechnical investigations. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to geology and soils impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's geology and soils impact findings.

### Hydrology and Water Quality

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant hydrology and water quality impacts and mitigation measures were required. The

additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the central collection facilities and underground piping system would be constructed in areas where development was anticipated and analyzed in the FEIR; (2) implementation of applicable mitigation measures would be required for the potential impacts associated with the construction and operation of the AWCS; and (3) construction and operation of the AWCS would be required to comply with all applicable regulatory requirements related to hydrology and water quality. Potentially applicable mitigation measures include MM HY-1a.1 and HY-1a.2 requiring stormwater pollution prevention plans, MM HY-1a.3 requiring a groundwater dewatering plan, MM HY6a.1 requiring compliance with the Municipal Stormwater General Permit and other regulatory requirements, MM HY-6b.1 limiting stormwater infiltration, and MM HY-12a.1 regarding finished grade elevations. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to hydrology and water quality impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's hydrology and water quality impact findings.

### **Biological Resources**

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant biological resource impacts and mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the new facilities and underground piping system would be constructed in areas where development was anticipated and analyzed in the FEIR; (2) the collection facilities would be located on disturbed, urban sites with no sensitive biological resources; (3) the installation of the piping in the utility trenches would occur on disturbed, urban areas with no sensitive biological resources; and (4) implementation of applicable mitigation measures would be required for the potential impacts associated with the construction the AWCS. Potentially applicable mitigation measures include MM BI-6a.1 and MM BI-6a.2 calling for protection of bird nests during construction and MM BI-14a calling for the preservation and replacement of significant trees. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to biological resource impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's biological resource impact findings.

### **Public Services**

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant public service impacts and mitigation measures were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR findings because: (1) the AWCS would be located in areas anticipated for development and AWCS was itself included in the analysis in the FEIR; (2) the AWCS would not increase population or employment projections or increase the density or intensity of development and thus would not increase any demand for public services; (3) the elimination of the many trash containers that otherwise would be located throughout the Project site



likely would reduce the opportunity for vandalism that may require police or fire services; and (4) implementation of applicable mitigation measures would be required for the potential impacts associated with the construction the AWCS. Potentially applicable mitigation measures include MM PS-1 requiring security measures during construction. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to public service impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's public service impact findings.

### Recreation

The FEIR determined that the installation of infrastructure systems proposed in the Utilities Variant, including the installation of an AWCS, designed to better serve the proposed development would not generate additional residents or substantial additional employees in the area. Consequently, the Utilities Variant would not generate additional demand for recreational opportunities and the impact on recreation would be less than significant. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR finding. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to recreation impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's recreation impact findings.

### Utilities

The FEIR determined that the installation of infrastructure systems proposed in the Utilities Variant, including the installation of an AWCS, would not generate additional residents or substantial additional employees in the area. Consequently, the Utilities Variant would not generate additional demand for utility services and the impacts would be less than significant. A potentially applicable mitigation measure is MM UT-5a for construction waste diversion. The additional design and operational detail provided in the application for the proposed AWCS would not change the FEIR finding. The additional central collection facility proposed for Hunters Point would be located on a site where development was assumed in the FEIR and would not change the FEIR utility service impact findings. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to utility service impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's utility service impact findings.

### Energy

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant energy impacts and mitigation measures (identified in the Greenhouse Gas Emissions analysis) were required. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR finding because: (1) the AWCS would be located in areas anticipated for development and AWCS was itself included in the analysis in the FEIR; (2) the additional collection facility in HPS would be located on a site planned for development; (3) the system would not increase the population or

employment projections; and (4) the substantial reduction in the number of garbage trucks required to serve the Project would reduce energy demands. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to energy impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's energy impact findings.

### Greenhouse Gas Emissions

The FEIR determined that the Utilities Variant, including the installation of an AWCS, would result in less than significant greenhouse gas emissions impacts. The additional design and operational detail provided in the application for the proposed AWCS, including the additional central collection facility in Hunters Point, would not change the FEIR finding because: (1) the AWCS would be located in areas anticipated for development and AWCS was itself included in the analysis in the FEIR; (2) the additional collection facility in HPS would be located on a site planned for development; (3) the substantial reduction in the number of garbage trucks required to serve the Project would reduce greenhouse gas emissions. MM GC-2 requiring businesses to exceed the 2008 Title 24 energy efficiency requirements would apply to the AWCS. Thus, the proposed AWCS would not change or alter any of the FEIR's findings with respect to greenhouse gas emission impacts and would not require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's energy impact findings.

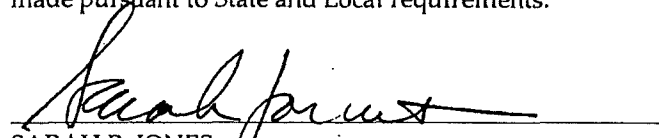
### *Conclusion*

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FEIR certified on June 3, 2010 remain valid. The implementation of the AWCS will not cause any new significant impacts not identified in the EIR, and no new mitigation measures will be necessary to reduce significant impacts. Other than as described in this Addendum, no Project changes have occurred, and no changes have occurred with respect to circumstances surrounding the project that will cause significant environmental impacts to which the project will contribute considerably, and no new information has become available that shows the project will cease significant environmental impacts. Therefore no supplemental environmental review is required beyond this addendum.

Date of Determination:

May 2, 2014

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

  
SARAH B. JONES  
Environmental Review Officer

cc: Therese Brekke, Lennar Urban  
Immanuel Bereket, OCII

Bulletin Board / Master Decision File  
Distribution List

# FEHR & PEERS

April 16, 2014

Ms. Joy Navarette  
San Francisco Planning Department  
1650 Mission Street, 4<sup>th</sup> Floor  
San Francisco, CA 94103

**Subject: Transportation Analysis of the Automated Waste Collection System Proposed for the Candlestick Point – Hunters Point Shipyard Phase II Project**

Dear Joy:

This letter summarizes the potential changes to transportation impacts of the Candlestick Point / Hunters Point Shipyard Phase II development plan associated with locating three centralized trash collection locations within the development areas. In Candlestick Point, the collection facility will be located in the retail center, with access either from Arelious Walker Drive, between Harney Way and Ingerson Avenue. Within the Hunters Point Shipyard area, two facilities will be constructed. One will be constructed in Parcel 1 in the HPS South area with access from the diagonal street connecting Crisp Avenue and Fischer Street. The second will be constructed in Parcel 4 of the R&D area in the Shipyard development with access from Spear Avenue. Trucks will travel between each of these three sites to the San Francisco solid waste facility at Tunnel and Beatty Roads or to the recycling facility at Pier 96, at Cargo Way and Jennings Street.

## OPERATIONAL CHARACTERISTICS

Trash will be collected from buildings throughout the project site to three centralized locations via a series of underground tubes.<sup>1</sup> The result will be that trash collection trucks will not need to circulate throughout the project site, but will instead travel to and from the centralized collection locations. The collection locations will be sited on the northwest corner of the Candlestick Point retail center, Parcel 1 in the HPS South area, and Parcel 4 of the R&D area in the Shipyard development.

According to the operator, approximately seven trucks per day will enter each of the three centralized sites, pick up trash, and leave the site, for a total of 14 trips per day (7 inbound and 7 outbound trips) per site. Trucks will typically be 40-foot trucks. The precise location of any of the driveways is unknown, but they would all be required to conform to driveway standards described in the respective Design for Development (D4D) documents. Truck trips will typically occur

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<sup>1</sup> Public areas of the Project site, such as sidewalks and parks, will be served by traditional trash collection methods and will not be included in the automated waste collection system.



between 6 AM and 11 PM, consistent with the hours of operation allowed by the San Francisco Department of Public Health.

#### **Candlestick Point Retail Site**

For the facility to be located in Candlestick Point, trucks destined for the San Francisco solid waste transfer station at Tunnel and Beatty Roads would use Arelious Walker Drive, Harney Way and Beatty Road to access the facility. Exiting trucks will leave the site by turning left onto Arelious Walker Drive from the site's driveway, on to Harney Way and then toward US 101. To facilitate this, a median break would be provided on Arelious Walker Drive. Trucks destined for the recycling facility at Pier 96 would enter US 101 northbound from Harney Way, and immediately exit at the Paul Avenue/Third Street off-ramp. Trucks would travel northbound on Third Street to Cargo Way, and then east on Cargo Way to Pier 96.

#### **Hunters Point South Parcel 1**

For trucks traveling between the San Francisco solid waste transfer facility and the site located in Hunters Point South Parcel 1, trucks would travel along Third Street, Palou Avenue, and Crisp Road, entering the site from the diagonal road connecting Crisp Road and Fisher Street.

For trucks traveling between the recycling facility at Pier 96 and the site located in Hunters Point South Parcel 1, trucks would travel along Jennings Street, Evans Street, Hunters Point Boulevard, Innes Avenue, Donahue Street, Lockwood Avenue, Fischer Street and then to the diagonal street connecting Fischer Street and Crisp Avenue.

#### **R&D Parcel 4**

Trucks traveling between the San Francisco solid waste transfer facility and the site located in Hunters Point R&D Parcel 4 would use the same route as for the Hunters Point South Parcel 1 facility, but would continue on to Fischer Street and Spear Street to the entrance located on Spear Street near "B" Street.

For trucks traveling between the recycling facility at Pier 96 and the site located in Hunters Point R&D Parcel 4, trucks would travel along Jennings Street, Evans Street, Hunters Point Boulevard, Innes Avenue, Donahue Street, Lockwood Avenue, and Spear Street to the entrance located on Spear Street near "B" Street.

#### **IMPACTS**

The traffic generation forecasts prepared in the project's EIR included trips generated by various services associated with new development, including trash and mail delivery, based on typical conditions when trash is collected throughout the site at individual buildings. Therefore, the fact that all trash would now be consolidated at three centralized locations may slightly increase the number of truck trips to those locations, but would also slightly reduce the traffic levels

Ms. Joy Navarette, San Francisco Planning Department  
April 16, 2014  
Page 3 of 3



throughout the rest of the project because trucks would no longer have to circulate throughout the site to individual buildings. However, the change in traffic volumes at any given location would likely be no more than one or two truck trips per hour, which would be negligible.

Finally, the roadways within the project site, specifically Harney Way and Arelious Walker Drive, within Candlestick Point, and Cargo Way, Jennings Street, Evans Avenue, Innes Avenue, Donahue Street, Lockwood Avenue, Fischer Street, and Spear Avenue in the Hunters Point Shipyard area have been designed to accommodate 40-foot trucks, similar to those operated as part of the proposed trash collection facility. Therefore, trucks should be able to safely maneuver within the project.

The location of the facility driveways would conform to the criteria described in the D4D documents, and would therefore conform to reasonable design standards. Therefore, the design of the roadway network and the location of the driveways will be consistent and compatible with the proposed circulation of trucks to and from the collection sites.

Therefore, the effects of locating the facilities at their proposed locations would not change the conclusions summarized in the project's EIR.

We hope you have found this helpful. Please do not hesitate to call if you have any questions.

Sincerely,  
FEHR & PEERS



Chris Mitchell, PE  
Principal

SF08-0407

May 2, 2014

## MEMORANDUM

**To:** Joy Navarrete, Planning Department, City and County of San Francisco

**From:** Michael Keinath  
Sarah Klug

**Cc:** Therese Brekke, Lennar Urban

**Subject:** Air Quality Analysis for the Automated Waste Collection Systems in the Candlestick Point-Hunters Point Shipyard Phase II Development Plan  
Planning Department Case File No: 2007.0946E

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### Introduction

The Environmental Impact Report (EIR) for the Candlestick Point – Hunters Point Shipyard Phase II Development Plan (San Francisco Planning Department Case Number 2007.0946E) was certified by the City in June 2010. The FEIR analysis included discussion of an Automated Waste Collection Systems (referred to herein AWCS) in the Utilities Variant. The project sponsor, Lennar Urban, is seeking approval of the AWCS and additional details about the design are now available. This memorandum evaluates the proposed AWCS in light of the analysis and conclusions reached in the FEIR.

### Project Description

The AWCS is a type of waste collection system. Instead of implementing the traditional method where waste trucks pick up trash on the side of the road, users will deposit their waste into inlets to an underground network of waste collection pipes that lead to one of three AWCS Facilities.

Separate inlets for regular trash, recycling items, and compostables will be located in every building and at appropriate public locations. Waste would enter the underground distribution network of piping periodically throughout the day. The pipes transport waste using vacuum pressure and air velocity created by electrically powered large suction fans. Once the waste reaches the AWCS Facility, the waste is separated from the transport air with a cyclone separator. The waste is then compacted with a compactor feed hopper and stored in separate 40 cubic yard containers, one for each waste stream – trash, recycling and compostables. When the containers of waste are full, trucks will transport the full container to either Recology's Tunnel Beatty Site (for trash and compostables) or their recycling facility at Pier 96 (recycling). An estimate of seven trucks per day would be needed to transport the full containers. The containers will be completely enclosed while onsite and in transport. Meanwhile, the exhaust air would pass through a multi-stage dry filtering system to remove particulates. One collection facility will be located on top of the parking garage for the retail center in Candlestick Point at the southwest corner of the intersection of Arellous Walker Way and Ingerson Avenue. The other two collection facilities will be located in Hunters Point Shipyard – one near Crisp and Ring Roads in a Research and Development area and one at Spear Avenue near C Street in a Research and Development area. Before the construction of the AWCS facilities is complete, Recology will handle waste collection using its current waste cart and collection truck methods.

## Construction

The FEIR evaluated three construction related air quality impacts: *Impact AQ-1: Criteria Pollutants (Construction)*, *Impact AQ-2: DPM from Construction Activities*, and *Impact AQ-3: TACs from Construction Activities*. The construction activity data that was used to estimate emissions included construction in the areas where the facilities will be located. The construction HRA in the FEIR also included construction activities and construction emission sources in these locations. Thus, the construction impacts of the ACWS were included in the FEIR analysis. Consequently, the findings of the FEIR for *Impact AQ-1: Criteria Pollutants (Construction)*, *AQ-2: DPM from Construction Activities*, and *Impact AQ-3: TACs from Construction Activities* would not change based on the additional detail now available for the AWCS. Construction of the AWCS would comply with MM AQ 2.1 for construction emissions.

## Operational Emissions

The FEIR evaluated operational emissions in *Impact AQ-4: Criteria Pollutants (Operational)* and *Impact AQ-5: Carbon Monoxide*. The FEIR included an analysis of CAP emissions from 78,109 daily external motor vehicle trips and area sources such as natural gas combustion, maintenance equipment, and consumer product use. Implementation of the AWCS would result in CAP emissions from truck travel and PM emissions from the exhaust of the AWCS Facilities.

In the FEIR, the emissions from the 78,109 trips were estimated using URBEMIS, which assumes a standard mix of vehicle types for the city/county. This mix would include both heavy trucks and passenger cars. The mix of vehicles for the city/county includes vehicles used for all types of trips, including waste pick up.

With implementation of the AWCS, the total quantity of vehicle miles traveled by garbage trucks throughout the Project would be significantly reduced. Each facility would have approximately 14 one way daily truck trips (7 trucks to and from each central collection facility), resulting in 21 daily round truck trips which go directly to and from each central collection facility rather than from building to building throughout the Project. Thus, emissions from the truck trips associated with the AWCS were fully accounted for in the FEIR and actual truck emissions with implementation of the AWCS would be lower than estimated in the FEIR due to the AWCS reduced truck miles traveled.

Emissions from the exhaust of the AWCS central collection facilities are expected to be minimal due to the design of the multi-stage dry filtering system. In an effort to further minimize emissions from the facilities, the filtration system will be designed to meet the Bay Area Air Quality Management District's (BAAQMD) Best Available Control Technology (BACT) for "Solid material storage - Enclosed".<sup>1</sup> The BACT limit is 0.01 grains per dry standard cubic foot (gr/dscf). Given this emission rate and the exhaust rate of the system, emissions for solid material storage would be 27.2 pounds per day (lb/day) or 4.96 tons PM<sub>10</sub> per year for one facility, as shown in Table 1. A source test may show that actual emissions from the AWCS may be much lower. Once the AWCS is operational, Recology will conduct initial testing of exhaust air for PM<sub>10</sub> emissions to ensure the emissions do not exceed this estimated rate. Recology will also develop an Operation Plan for the AWCS which will include a periodic monitoring schedule for testing air emissions from the AWCS. Recology will notify the San Francisco Department of Public Health (SFDPH) in its oversight role as Local Enforcement Agency (LEA) under CalRecycle prior to commencing AWCS operations. Testing results will be submitted to the LEA within 30 days of receipt of final testing results.

<sup>1</sup> BAAQMD. BACT Guideline. Section 11, Miscellaneous Sources, Solid Material Storage - Enclosed. Doc. # 1571.1 (10/18/91). Available at: <http://hank.baaqmd.gov/pmt/bactworkbook/default.htm>.

Table 1: Estimated PM<sub>10</sub> Emissions from Discharge of one Facility based on assumed BACT Emission Rate

Emissions		Flow Rate		Emissions	
gr/dscf	scf/min	lb/day	tons/year		
0.01	13,200	27.2	4.96		

The FEIR determined that *Impact AQ-4* was significant and unavoidable. The FEIR estimated PM<sub>10</sub> emissions from the 2010 Project to be 1,490 lb/day. Assuming the emissions in Table 1 from the discharge at each of the three collection facilities, calculated PM<sub>10</sub> emissions for the Project would increase by approximately 6% overall. However, the reduced truck travel distances associated with the AWCS would also decrease PM<sub>10</sub> emissions, such that a net increase of PM<sub>10</sub> emissions, assuming the Table 1 levels, would be less than 6% of that total. Such a change in Project emissions would not change the conclusions of *Impact AQ-4: Criteria Pollutants (Operational)*. Further, the conclusions related to *Impact AQ-5: Carbon Monoxide* (less than significant) would not change based on the additional detail now available for the AWCS. The AWCS is an all-electric system and thus no emit carbon monoxide emissions are generated and the AWCS reduces truck travel.

### Health Impact of Operation of the Facilities

The FEIR evaluated the concentrations of TACs from operation of Research and Development uses in *Impact AQ-6: Toxic Air Contaminants*. The AWCS will not accept any hazardous waste or other sources of TACs. While TACs may be associated with waste, the waste will be stored at the collection facilities for a less than a day and hence would not be expected to break down and emit TACs. Furthermore, any decay of materials will occur within the enclosed containers ensuring that TACs will not be emitted into the environment at any appreciable quantities. Thus, the AWCS would not change the findings of *Impact AQ-6: Toxic Air Contaminants* (less than significant with mitigation).

*Impact AQ-7: Traffic PM<sub>2.5</sub>* evaluated the impact of vehicular traffic on PM<sub>2.5</sub> concentrations. The operation of the AWCS would result in PM<sub>2.5</sub> emissions from trucks transporting the waste offsite. Seven trucks per day are expected to come to each of the three collection centers to collect the waste and transport it to the Recology Transfer Station at Tunnel Road or the recycling facility at Pier 96. The FEIR evaluated the PM<sub>2.5</sub> concentration attributable to emissions from vehicles on surface streets in the Candlestick Point and Hunters Point Shipyard area as a result of the Candlestick Point-Hunters Point Shipyard Phase II Development in accordance with San Francisco's Article 38. Several roads were analyzed, including Third Street, Harney Way, and Evans Avenue. Article 38 focuses on PM<sub>2.5</sub> concentration as opposed to other chemicals of concern. While PM<sub>2.5</sub> is not the only pollutant of concern, the FEIR states that "the threshold concentration of PM<sub>2.5</sub> is meant to serve as a health-protective 'proxy' or surrogate for pollutant exposure from vehicles."

Different types and sizes of vehicles emit air pollutants in different amounts. When determining the emissions from this traffic, a mix of vehicles was assumed. This "fleet mix" was determined using ratios of vehicle miles travelled by vehicle class reported in California Air Resources Board's Emission Factor Model (EMFAC), and thus it includes a certain percentage of trucks. Based on the traffic volume from the transportation analysis and percent of trucks from EMFAC, the Article 38 analysis assumed over 500 trucks per day on the roads analyzed, depending on the road. The estimate of truck traffic in EMFAC is based on projections of all types of truck traffic, which includes truck travel associated with a traditional waste collection system. Thus, by using EMFAC's fleet mix, the previous analysis would have included truck travel associated with a traditional waste collection system. The AWCS would decrease the truck travel on the main roads due to the larger capacity of the trucks associated with the AWCS and would virtually eliminate travel of waste collection trucks on



small residential roads. Thus, the impacts of the seven trucks (14 one-way trips) associated with each of the central collection facilities were included in the Article 38 analysis and the additional detail now available for the AWCS would not change the conclusions of *Impact AQ-7: Traffic PM<sub>2.5</sub>* (less than significant).

## Odors

*Impact AQ-8: Odors* states that "there may be some potential for small-scale, localized odor issues to emerge around project sources such as solid waste collection, food preparation, etc." The FEIR found the effects "would be resolved by interventions after receipt of any complaints" and would be less-than-significant.

Recent BAAQMD guidance recommends reviewing odor complaints for similar facilities in the area to determine odor impacts of the proposed facility.<sup>2</sup> While there are no similar AWCS facilities nearby, TransVac has built and operated other similar facilities, most near hospitals. TransVac representatives report that TransVac has received no odor complaints from these facilities. Furthermore, to observe the odor conditions at a similar TransVac facility, ENVIRON visited the facility at the Swedish Hospital near Seattle, Washington. The site visit occurred during normal operating hours and conditions and when waste was emptying into the compactor. ENVIRON staff did not experience any odors at the site.

Furthermore, the features of the AWCS substantially minimize odor compared with a conventional waste collection system. With the AWCS, waste is deposited through inlets, drops into a hold chamber, and is held in place until a valve opens and allows the material to drop into the horizontal underground transport pipe network. The valve closes immediately after waste drops into the pipe network. This network is sealed throughout the system, and any potential odor is contained within the piping network. Waste held in the chamber will be emptied at least every 8 hours. Should the holding chambers fill up prior to the next scheduled time, a photo detector will automatically trigger the emptying of the chamber. In conventional waste collection systems, waste may be stored in trash containers inside buildings, outside residential units, or at curbside for up to 7 days prior to collection, resulting in odor where people live and work. The longer waste is allowed to mold, the greater the potential for odors. The AWCS would reduce the time waste is stored in building holding chambers to 8 hours or less. Furthermore, the AWCS is always under negative pressure so there is no buildup of odors.

The AWCS concentrates waste collection and the potential for odors to the three AWCS central collection facilities, but the potential for odors at the facilities might be less than the odors collected at any individual site in a conventional waste collection system. The lids to containers in a conventional waste collection system may be left open or ajar, allowing odors to be released, which is especially problematic during warm weather. The AWCS eliminates these sources of odors by eliminating individual cans and keeping waste enclosed. Even at the central collection facilities, the waste would be enclosed. Waste transported through the sealed pipe network travels to a cyclone separator and a waste compactor, which compresses the waste into sealed metal transport containers. When an AWCS waste container is full it is disconnected from the compactor and transported by truck to a waste disposal or recycling facility. The waste would be stored at the site for less than a day, compared with waste left for up to 7 days at residences and commercial properties in a conventional system.

<sup>2</sup> BAAQMD. 2012 CEQA Air Quality Guidelines. Available at: [http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines\\_Final\\_May%202012.aspx?la=en](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.aspx?la=en)

According to TransVac, odor has not been an issue at the existing known AWCS facilities, presumably due to features incorporated into the design. The only odiferous air that vents to the atmosphere is the discharge of the network of pipes. Before this air is discharged to the environment, the air is separated from waste with the cyclonic separator, and flows through a filter room. Due to the sheer volume of air needed to pull the waste through the system to the central collection facilities, odors are expected to be diluted before even receiving treatment. Air inlets will be located in the piping system in the streets and will occur throughout the community. These tend to be located upstream of waste inlets. Odors are not expected to be released from these inlets because the system is kept at negative pressure. In the event of a power outage, air could exist the vents, but such a situation would be temporary and rare. Further, the system could be evacuated to remove waste if necessary and eliminate any collection of odors.

Nonetheless, to reduce the potential for complaints and small-scale, localized odor issues, Recology and TransVac have prepared and would comply with an *Odor Management Plan*. This plan uses CalRecycle's Sample Odor Impact Minimization Plan<sup>3,4</sup> as a guide for addressing odors. The Odor Plan, which is included as Attachment A of this document, outlines an odor monitor protocol, odor complaint response protocol, and describes the odor management measures.

Due to the design of the facilities, AWCS would not change the conclusion of *Impact 8: Odors* (less than significant). Further, Recology would manage the AWCS to minimize odors and address odor complaints if any, in compliance with the Odor Management Plan. Finally, the LEA has the authority to ensure that odor complaints, if any, are adequately addressed by Recology.

### **Regional Air Plans**

*Impact AQ-9: Consistency with Regional Air Plans* compares the Candlestick Point – Hunters Point Shipyard Phase II Development Plan with the *Bay Area 2005 Ozone Strategy* and the *2009 Clean Air Plan*. The review of both plans focused on transportation and the need for smart growth. The AWCS is consistent with reduced transportation and smart growth strategies because the system takes heavy duty waste collection trucks off of neighborhood roads and reduces the total amount of truck miles driven. Thus, the AWCS would not conflict with the findings of *Impact AQ-9: Consistency with Regional Air Plans* (less than significant).

### **Attachments:**

*Attachment A: Odor Management Plan for the Candlestick Point/Hunters Point Phase II Project AWCS*

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<sup>3</sup> CalRecycle. Sample Odor Impact Minimization Plan. Available at: <http://www.calrecycle.ca.gov/swfacilities/compostables/Odor/OIMP/Sample.doc>.

<sup>4</sup> While this document was used as a guide for the attached odor management plan, many of its provisions are intended for a traditional waste collection or transfer facility and thus are not applicable to the AWCS.

**Attachment A**  
**Odor Management Plan for the**  
**Candlestick Point/Hunters Point Phase II Project AWCS**

**Attachment A**  
**Odor Management Plan for the**  
**Candlestick Point/Hunters Point Phase II Project AWCS**

**Odor Management Plan**  
**Automated Waste Collection System**  
**Candlestick Point/Hunters Point**  
**Phase II Project AWCS**

Prepared April 2014

## Contents

	Page	
<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Key Waste Reduction Design Features	1
<b>2</b>	<b>Odor Monitoring Protocol</b>	<b>3</b>
2.1	Proximity to Odor Receptors	3
2.2	Method for Assessing Odor Impacts	3
<b>3</b>	<b>Meteorological Conditions</b>	<b>5</b>
<b>4</b>	<b>Odor Management Measures</b>	<b>6</b>
4.1	Enclosed Waste Processing and Storage	6
4.2	Covered Containers	6
4.3	Door closures	6
4.4	Contact Information	6
4.5	Housekeeping	6
4.6	Breakdown Procedures	7
4.7	Control Strategies	7
<b>5</b>	<b>Complaint Response Protocol</b>	<b>8</b>
5.1	Protocol for Handling Complaints	8
5.2	Written Log of Odor Complaints	8

### List of Attachments

Attachment A.	Facility Layout
Attachment B.	Wind Rose
Attachment C.	Contact Sign
Attachment D.	Log of Sweeping Activities
Attachment E.	Odor Complaint Response Survey Form
Attachment F.	Log of Odor Complaints

## 1 Introduction

This Odor Management Plan (OMP) documents odor management practices that will be implemented at the central collection facility for the Automated Waste Collection System ("AWCS") Facility located at Candlestick Point in San Francisco, California. This OMP will be available at the Facility to operations and inspection personnel, and revised as necessary to reflect any changes in the design or operation of AWCS Facility. This OMP and supporting documents will be made available to the San Francisco Department of Public Health, the Bay Area Air Quality Management District, or other local enforcement agency when requested.

The AWCS is a type of waste collection system that accommodates the collection of trash, recyclables, and compostables. Instead of implementing the traditional method of waste collection where waste trucks pick up waste in small containers located on the curb, users will deposit their waste into inlets to an underground network of waste collection pipes that leads to the AWCS Facility.

Separate inlets for the disposal of regular trash, recycling items, and compostables will be located in every building and at appropriate public locations. Waste will enter the underground distribution network of piping periodically throughout the day as users deposit waste into the inlets. The pipe transports waste using vacuum pressure and air velocity created by electrically powered large suction fans. Once the waste reaches the AWCS Facility, the waste is separated from the transport air with a cyclone separator. The waste falls into an in-feed hopper and is compacted and stored in containers ("containers"), one for each waste stream – trash, recyclables and compostables. The compactors and containers are stationary, and are located in an enclosed building. When the containers of waste are full, roll-off trucks will transport the containers to either Recology's Tunnel Beatty Site (for trash and compostables) or the recycling facility at Pier 96 (recyclables). An estimate of seven trucks per day will be needed to transport the full containers. The containers will be completely enclosed while onsite and during transport. Meanwhile, the exhaust air would pass through a multi-stage dry filtering system to remove particulates. The AWCS Facility layout is shown in Attachment A.

The Facility will accept both residential and commercial waste continuously 24 hours per day, 7 days per week. The disposal of hazardous wastes or other toxic wastes is not permitted.

Odors have not been an issue at any other AWCS site due to the odor reducing strategies built into the system design, which will also be implemented at the Candlestick Point Site. Nonetheless, this Odor Management Plan was prepared to minimize the risk of producing odors, and to establish best practices with respect to odor management during operations.

### 1.1 Key Waste Reduction Design Features

By design, the AWCS minimizes odors. When the waste is transported through the enclosed AWCS system, it does not come into contact with the ambient environment, which reduces the potential for odors to escape. After the waste enters an AWCS inlet, the waste travels through a completely enclosed piping system, until it reaches an enclosed cyclone, in-feed hopper, compactor, and waste storage container. The only time any waste may be exposed to ambient

air is when the storage container inside the facility is disconnected from the compactor prior to being sealed for transport which should only amount to a matter of minutes.

The air that is used to transport the waste to the AWCS is separated from the waste in the cyclone and released to the atmosphere through an exhaust stack. Due to the sheer volume of air needed to force the waste through the system to the Facility, any odors are greatly diluted before release. The limited capacity of the containers ensures the waste will be kept onsite for a short time, usually a matter of hours, which reduces the amount of time the waste has to decay and potentially produce more odors.



## 2. Odor Monitoring Protocol

### 2.1 Proximity to Odor Receptors

The nearest receptors may include residents and medical staff in the Life Care building, residences, retail customers, workers and vendors, hotel residents and staff, people visiting the movie theatre, restaurants and fitness club, schools, places of worship, people playing at the playground and workers located around the project site. Table 1 shows the distance from the AWCS Facility to the closest receptor by type and direction.

**Table 1: Distance and direction to the off-site receptors**

Receptor	Closest Distance from AWCS (feet)	Direction
Residents and Medical Staff of Life Care Building	53	North of the facility
Other Residences	420	North-West of the facility
Retail	45	East of the facility
Hotel	625	South of the facility
Movie Theatre	10	South of the facility
Restaurant	45	East and South of the facility
Fitness Club	469	South of the facility
Playground	866	North of the facility
School	866	North of the facility
Place of Worship	1,203	North of the facility

### 2.2 Method for Assessing Odor Impacts

Each operating day, the operator will evaluate on-site odors and operations for potential release of objectionable odors. Potential releases include, but are not limited to:

- Receipt of exceptionally odorous material.
- Unanticipated delays in transporting material offsite.

If questionable or objectionable on-site odors are detected by site personnel, operations personnel will implement the following protocol, as appropriate:

1. Investigate and determine the likely source of the odor.
2. Assess the effectiveness of available on-site management practices to resolve the odor event and immediately take steps to reduce the odor-generating capacity of on-site material as follows:
  - If material is exceptionally odorous on receipt, add carbon source and/or detergent based deodorants at the compaction phase to adsorb the odorous compounds.
  - In case of leaks through the pipes during suction, cyclone separation or compaction phases, clean aisles of spilled materials and treat with carbon source and/or other detergents or products to mitigate odor.

3. Determine if the odor traveled off-site by surveying the site perimeter and noting existing wind patterns.
4. If it is determined that possible odors impacts occurred, contact the appropriate local enforcement agency and/or neighbors.
5. Record the event for further operational review.

### **3 Meteorological Conditions**

To determine meteorological conditions and patterns at the AWCS Facility, meteorological data collected from a station installed by the Bay Area Air Quality Management District at the Hunter's Point Shipyard for a period from October 1, 2002 through September 30, 2003 was analyzed. This location is just over one mile away from the AWCS Facility and has similar surrounding terrain and land use, so was considered representative of the site. Attachment B shows wind rose plots of this data for the entire year as well as by seasons.

The annual wind rose shows that the prevailing dominant winds are the westerly winds. The prevailing dominant winds from April through October are also westerly winds. During the colder months, i.e. November through March, winds are not as strong and do not have a particular dominant wind direction.

## **4 Odor Management Measures**

### **4.1 Enclosed Waste Processing and Storage**

The AWCS Facility is a fully-enclosed system that uses underground pipes and pressurized air to transport municipal solid waste, including recycling and compostable materials, from waste inlets to enclosed centralized waste collection facilities. As a result, the AWCS system significantly minimizes the potential for odors in waste inlets, waste storage areas and areas where waste is compacted and operators will ensure the system remains enclosed. The system operates 24 hours/day, which reduces the amount of time waste has to accumulate and decay. Following compaction, the waste moves into a closed waste storage Container for removal. These components are housed within an enclosed building. In an effort to ensure waste is not exposed to the ambient environment, any leaks or openings in the pipes, hopper, or container will be repaired as soon as is practicable.

### **4.2 Covered Containers**

The system is designed so that the metal containers will always be covered and closed, helping ensure that the waste will not be released from the containers. The operators of the AWCS and the material delivery drivers will ensure the containers are always securely closed during transport. As mentioned previously, when the containers are disconnected from the compactors, a modest amount of waste will be exposed to the ambient environment for a brief time. The operators and material delivery drivers will ensure the containers are closed as soon as they are disconnected from the compactors.

### **4.3 Door closures**

The aboveground portion of the AWCS Facility is enclosed within a building. The trucks access the covered containers through roll-up doors. These doors will remain closed unless a truck is accessing a container for transport to minimize the release of facility air to the environment.

### **4.4 Contact Information**

Facility personnel will install a sign indicating a contact person to call for questions or complaints about the Facility. The sign will show both a Facility and Bay Area Air Quality Management District (BAAQMD) phone number that is accessible 24 hours a day, 7 days a week. The sign that will be posted is shown in Attachment C.

The sign will meet the following requirements:

- installed within 50 feet of the main entrance to the facility
- at least 48 inches wide by 48 inches tall
- lettering at least 4 inches tall
- text contrasting with the sign background
- lower edge of the sign located between 6 and 8 feet above grade.

### **4.5 Housekeeping**

Facility personnel will sweep or clear the facility floor and other areas of the facility in the case of a system upset which causes trash to accumulate outside of the closed containers. The facility floor will be swept, followed by the use of detergents or other products to mitigate odors, if necessary.

The facility floor will be completely swept or cleared as needed but not less than once a week. The sweeping/cleaning activity will be logged in a sweeping log as shown in Attachment D.

The facility personnel will ensure that the cyclone separator and hopper remain unobstructed and clean.

The waste storage containers will be washed after the contents are unloaded to reduce odors from residual waste. This washing will occur at Recology's Tunnel Beatty Site and not at the AWCS facility.

#### **4.6 Breakdown Procedures**

In the event of a power outage or scenario that prevents operation, the facility will not be able to receive waste. Waste may have been in transport when the power outage occurred and hence would be stalled somewhere in the system of piping. To reduce odors from waste under these circumstances, the facility personnel will ensure that the system piping at the facility remains intact and will keep the waste completely enclosed.

In the event that waste cannot be transported offsite due to breakdown, the facility personnel will employ all feasible measures to reduce odors from the onsite waste.

#### **4.7 Control Strategies**

Odor control strategies are built into the AWCS design; accordingly other control strategies are not anticipated at this time.

## **5 Complaint Response Protocol**

### **5.1 Protocol for Handling Complaints**

On the days when odor complaints are received by the AWCS Facility, or on days when notified by the District or the appropriate local enforcement agency that an odor complaint has been received for the Facility, a Facility representative will conduct an odor survey of the surrounding community as soon as practical, but not to exceed 2 hours after receiving the complaint, or notification from the District or the appropriate local enforcement agency.

The survey will be conducted in a complete radius at no less than 4 locations around the Facility, which would extend as far outward as odors are detected. The odor survey results will be documented in a complaint response odor survey form, as shown in Attachment E.

If contact information from the complainant is available, the operator at the Facility will contact that person to inform him/her of how the odor is being addressed within one week of receiving the complaint.

If the odor survey shows that the design of the system or this odor management plan could be updated to reduce the odors that caused the complaint, the Facility will make these updates if cost effective.

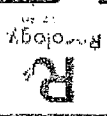
The odor surveys and logs will be reviewed once every 12 months. For repeat complaint situations, the Facility will review the survey logs and identify if design or structural changes are needed to be made to the Facility to reduce odors. This Odor Management Plan will also be reviewed and updated with methods to reduce odor sources related to the AWCS Facility. A plan to address a repeat complaint will be developed within two weeks of a third similar complaint.

### **5.2 Written Log of Odor Complaints**

Whenever an odor complaint is received, operators shall fill out information on the complaint as shown in Attachment F. The operators at the facility will maintain a written log of all odor complaints received, for a minimum of 2 years from the date of receipt of the complaint and make the log available upon request.

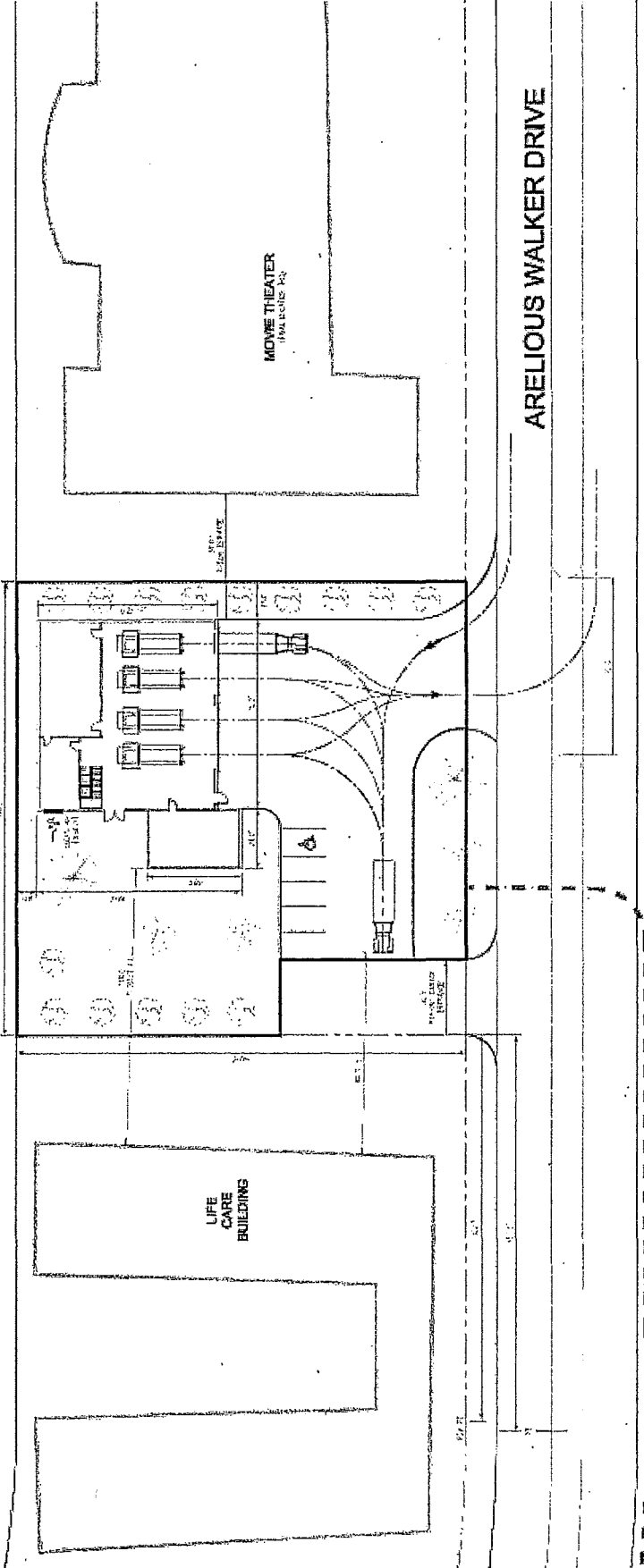
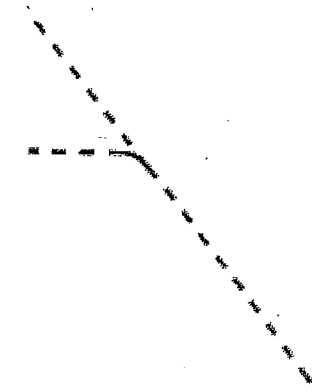
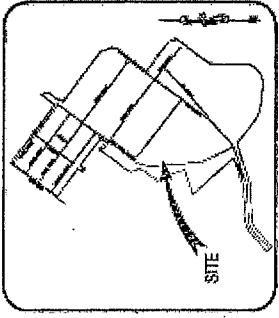
**Appendix A**  
**Facility Layout**

DATE	REVISION	BY	CHK	APP

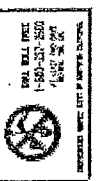


CITY OF CAMDEN  
 CAMDEN, NJ  
 AUTOMATED WASTE COLLECTION SYSTEM  
 CAMDEN POINT REDEVELOPMENT  
 PROJECT NO. 15-001  
 SHEET NO. WC-1.7

SHEET NO. WC-1.7  
 PROJECT NO. 15-001



**SITE LEGEND**  
 --- 10' WALKWAY  
 --- 20' WALKWAY  
 --- 30' WALKWAY  
 --- 40' WALKWAY  
 --- 50' WALKWAY  
 --- 60' WALKWAY  
 --- 70' WALKWAY  
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 --- 1000' WALKWAY



**SITE PLAN - AWCS COLLECTION CENTER**



**Appendix B**

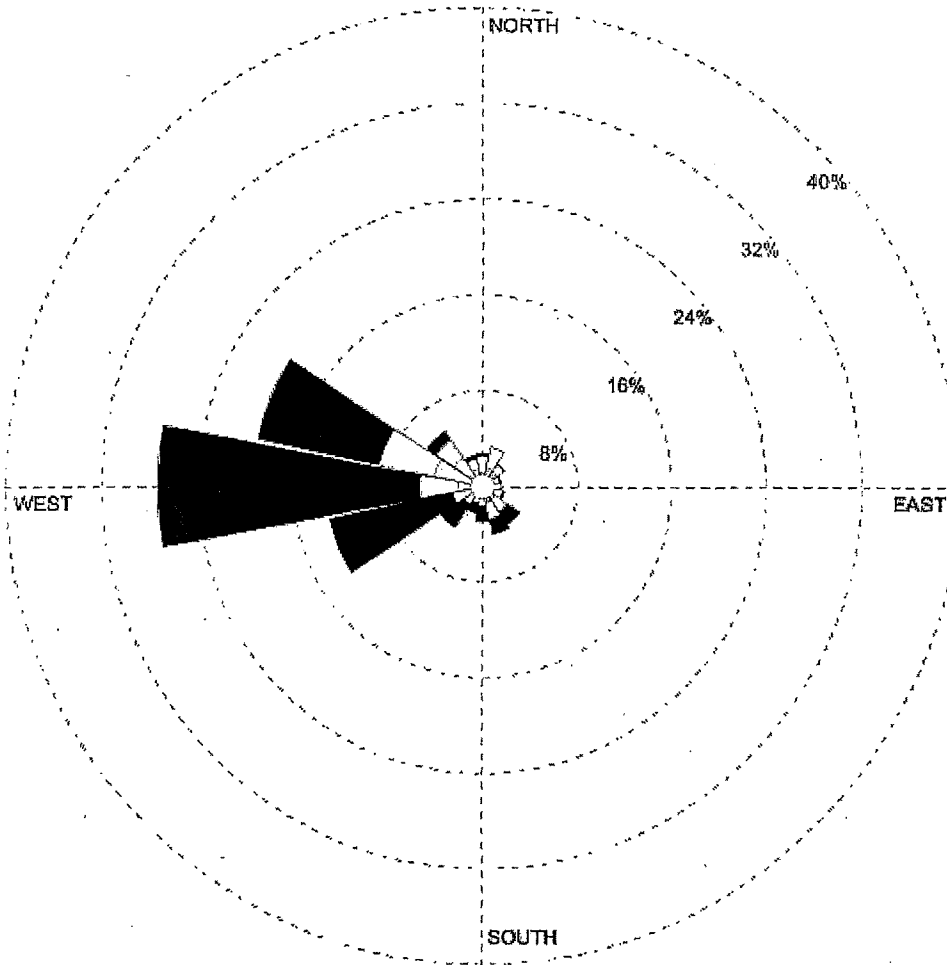
**Wind Rose**

WIND ROSE PLOT:

**Annual Meteorological Conditions  
Automated Waste Collection System**

DISPLAY:

**Wind Speed  
Direction (blowing from)**



WIND SPEED  
(m/s)

- ≥11.1
- 8.8 - 11.1
- 5.7 - 8.8
- 3.6 - 5.7
- 2.1 - 3.6
- 0.5 - 2.1

Calms: 0.83%

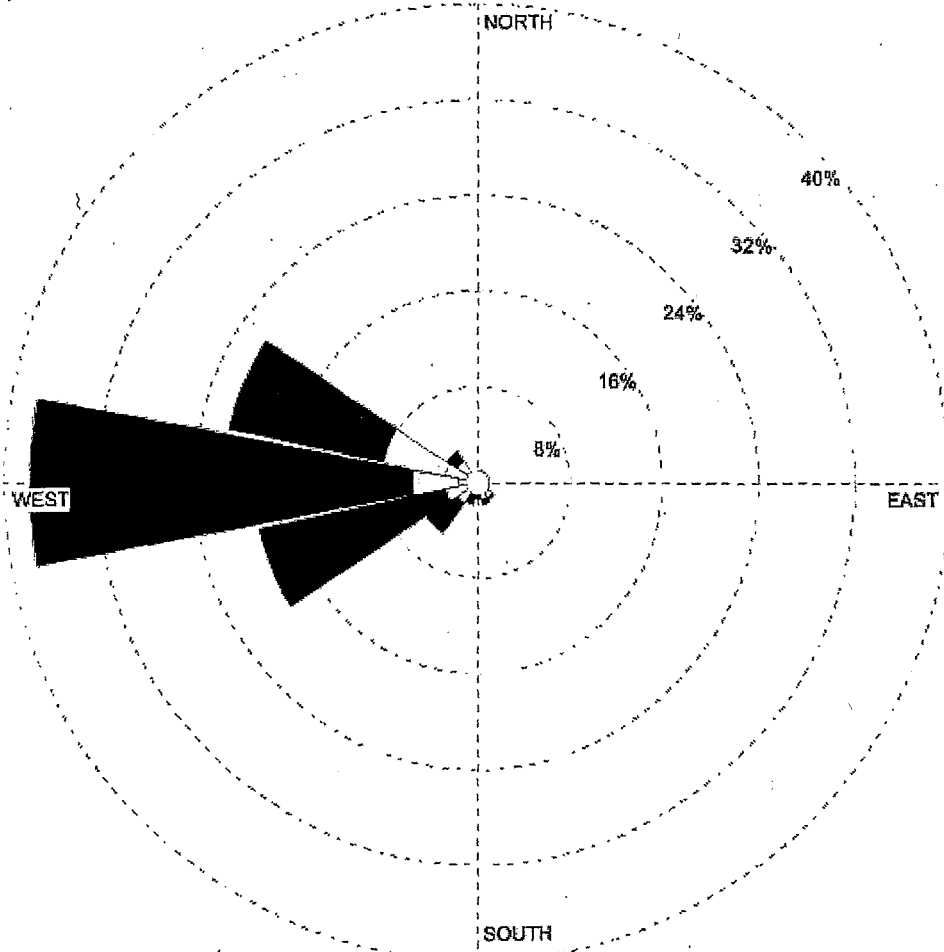
LOCATION: Candlestick Point-Hunters Point Shipyards	DATA PERIOD: Start Date: 10/1/2002 - 00:00 End Date: 9/30/2003 - 23:00	COMPANY NAME: ENVIRON International Corporation	
	CALM WINDS: 0.83%	TOTAL COUNT: 8760 hrs.	MODELER:
	AVG. WIND SPEED: 3.94 m/s	DATE: 3/28/2014	

WIND ROSE PLOT:







**April - October Meteorological Conditions  
Automated Waste Collection System**

DISPLAY:

**Wind Speed  
Direction (blowing from)**



WIND SPEED  
(m/s)

-   $\geq 11.1$
-  8.8 - 11.1
-  5.7 - 8.8
-  3.6 - 5.7
-  2.1 - 3.6
-  0.5 - 2.1

Calms: 0.29%

LOCATION: Candlestick Point-Hunters Point Shipyard	DATA PERIOD: Start Date: 10/1/2002 - 00:00 End Date: 9/30/2003 - 23:00	COMPANY NAME: ENVIRON International Corporation	
	CALM WINDS: 0.29%	MODELER:	TOTAL COUNT: 5136 hrs.
	AVG. WIND SPEED: 4.68 m/s	DATE: 3/28/2014	

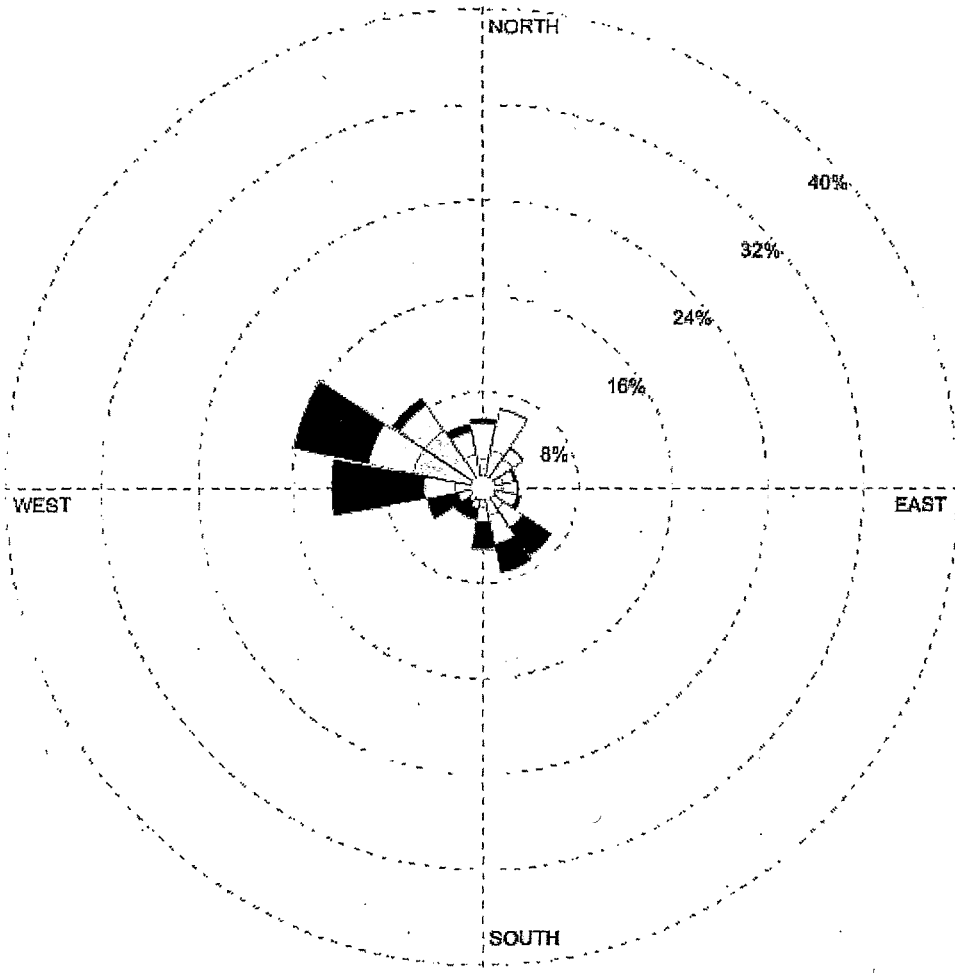
WRPLOT User - Lotus Environmental Software

WIND ROSE PLOT:

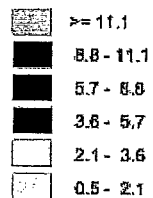
**November - March Meteorological Conditions  
Automated Waste Collection System**

DISPLAY:

**Wind Speed  
Direction (blowing from)**



WIND SPEED  
(m/s)



Calms: 1.60%

LOCATION:

**Candlestick Point-Hunters Point  
Shipyards**

DATA PERIOD:

**Start Date: 11/1/2002 - 00:00  
End Date: 3/31/2003 - 23:00**

COMPANY NAME:

**ENVIRON International Corporation**

MODELER:

CALM WINDS:

**1.60%**

TOTAL COUNT:

**3624 hrs.**

AVG. WIND SPEED:

**2.89 m/s**

DATE:

**3/28/2014**

**Appendix C**  
**Contact Sign**

For questions or complaints, please contact:

**Recology [Contact Name]**

**Recology [Contact Phone Number]**

**Bay Area Air Quality Management**

**District: 1-800-334-6367**

**Appendix D**  
**Log of Sweeping Activities**





**Appendix E**  
**Odor Complaint Response Survey Form**

# Odor Survey Form

## Complaint Information

Address of Complainant: \_\_\_\_\_ Time of Complaint: \_\_\_\_\_ Date of Complaint: \_\_\_\_\_

## Odor Survey Information

Name of Inspector: \_\_\_\_\_ Time of Survey: \_\_\_\_\_ Date of Survey: \_\_\_\_\_

Indicate the locations surveyed: \_\_\_\_\_

If an odor is detected during the survey, identify:

Location of odor: \_\_\_\_\_

Time when odor detected: \_\_\_\_\_

Duration of odor: \_\_\_\_\_

Description of odor character: \_\_\_\_\_

Frequency of detected odor (circle one):    single occurrence            quarterly            monthly            weekly            daily

Intensity of odor (circle one):    very light            light            moderate            strong            very strong

Describe the odor source (if identified). If possible, identify specific cause of odor (i.e., specific compound, equipment, process, plant upset, etc.): \_\_\_\_\_

Have odors been detected at this location at different times? If so, compare previous and current odor observations: \_\_\_\_\_

Other notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## Weather Conditions During Odor Survey

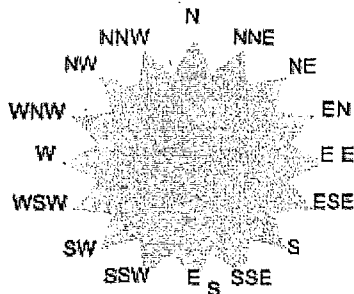
Weather conditions:     Clear sky / sunny             Partially cloudy             Overcast             Rain

Temperature: \_\_\_\_\_ °F            Relative Humidity: \_\_\_\_\_ %

Wind speed:     Light breeze (1-5 mph)             Moderate wind (5-15 mph)             Strong wind (15+ mph)

Wind direction (direction from):

(circle one)



**Appendix F**  
**Log of Odor Complaints**

# Odor Complaint Form

## Contact Information

Complainant Name: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

## General Information

Date complaint received: \_\_\_\_\_

Time complaint received: \_\_\_\_\_

Location where odor detected: \_\_\_\_\_

Date when odor first detected: \_\_\_\_\_

Time(s) when odor detected: \_\_\_\_\_

Duration of odor: \_\_\_\_\_

Description of odor character: \_\_\_\_\_

Alleged source of odor: \_\_\_\_\_

Frequency of detected odor (circle one):      single occurrence      quarterly      monthly      weekly      daily  
Intensity of odor (circle one):      very light      light      moderate      strong      very strong

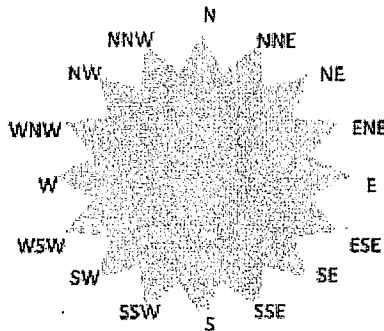
## Weather Conditions During Time When Odor First Experienced by Complainant

Weather conditions:     Clear sky / sunny       Partially cloudy       Overcast

Temperature: \_\_\_\_\_ °F      Relative Humidity: \_\_\_\_\_ %

Wind speed:       Light breeze (1-5 mph)       Moderate wind (5-15 mph)       Strong wind (15+ mph)

Wind direction (direction from):  
(circle one)



April 24, 2014

## MEMORANDUM

To: Joy Navarrete, Planning Department, City and County of San Francisco

From: Kevin Warner  
Kristen Wallace

Cc: Therese Brekke, Lennar Urban

Subject: Noise and Vibration Impact Assessment for the Automated Waste Collection Systems in the Candlestick Point-Hunters Point Shipyard Phase II Development Plan  
Planning Department Case File No: 2007.0946E

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### Introduction

The Environmental Impact Report (EIR) for the Candlestick Point – Hunters Point Shipyard Phase II Development Plan (San Francisco Planning Department Case Number 2007.0946E) was certified by the City in June 2010. The 2010 EIR analysis included discussion of an Automated Waste Collection System (referred to herein as AWCS) in the Utilities Variant. The project sponsor, Lennar Urban, is seeking approval of the AWCS and additional details about the design are now available. This memorandum evaluates noise and vibration impacts of the proposed AWCS in light of the analysis and conclusions reached in the 2010 EIR.

### Project Description

The AWCS is a type of waste collection. Instead of implementing the traditional method where waste trucks pick up trash on the side of the road, users will deposit their waste into inlets to an underground distribution network that leads to the AWCS Facility.

Separate inlets for regular trash, recycling items, and compostables will be located in every building and at appropriate public locations. Waste would enter the underground distribution network of piping periodically throughout the day. The pipe transports waste using vacuum pressure and air velocity created by electrically powered large suction fans. Once the waste reaches the facility, the waste is separated from the transport air with a cyclone separator. The waste is then compacted with a compactor feed hopper and stored in separate 40 cubic yard containers, one for each waste stream – trash, recycling and compostables. When the containers of waste are full, trucks will transport the full container to either Recology's Tunnel Beatty Site (for trash and compostables) or their recycling facility at Pier 96 (recycling). An estimate of seven trucks per day would be needed to transport the full containers. The fans and other collection equipment will be fully enclosed within buildings. One collection facility will be located on top of the parking garage for the retail center in Candlestick Point at the southwest corner of the intersection of Arellio Walker Way and Ingerson Avenue. The other two collection facilities will be located in Hunters Point Shipyard – one near Crisp and Ring Roads in a Research and Development area and one at Spear Avenue near C Street in a Research and

Development area. Before the construction of the AWCS facilities is complete, Recology will handle waste collection using its current waste cart and collection truck methods.

## Construction

The 2010 EIR identified three construction related noise and vibration impacts:

- *Impact NO-1(a-c): Construction activities associated with the Project would generate increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction); they would also not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the Municipal Code. (Less than Significant with Mitigation)*
- *Impact NO-2(a-c): Construction activities associated with the Project would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 & 2908 of the Municipal Code, vibration levels would still be significant. (Significant and Unavoidable with Mitigation)*
- *Impact NO-3: Construction activities associated with the Project would result in a substantial temporary or periodic increase in ambient noise levels. (Significant and Unavoidable with Mitigation)*

The construction noise and vibration impact assessment described in the 2010 EIR included construction activities in the areas where the AWCS are proposed to be located. Thus, the construction impacts of the AWCS were included in the 2010 EIR analysis. Consequently, the findings of the 2010 EIR for *Impact NO-1*, *Impact NO-2*, and *Impact NO-3* would not change based on the additional detail now available for the AWCS.

## Operation

The 2010 EIR identified the following five noise and vibration impacts related to long-term operation of the Project:

- *Impact NO-4: Implementation of the Project, including the use of mechanical equipment or the delivery of goods, would not expose noise-sensitive land uses on or off site to noise levels that exceed the standards established by the City. (Less than Significant)*
- *Impact NO-5: Implementation of the Project would not generate or expose persons on or off site to excessive groundborne vibration. (Less than Significant)*
- *Impact NO-6: Operation of the Project would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes. (Significant and Unavoidable)*

- *Impact NO-7: Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert. (Significant and Unavoidable with Mitigation)*
- *Impact NO-8: Implementation of the Project would not expose residents and visitors to excessive noise levels from flights from San Francisco International Airport such that the noise would be disruptive or cause annoyance. (Less than Significant)*

Regarding *Impact NO-6*, the original Project analyses estimated over 500 trucks per day would be generated by the Project and is assumed to have included truck travel in a traditional waste collection system. The AWCS would not increase the truck travel on the main roads and would decrease travel on small residential roads. Thus, the impact of seven daily trucks (14 one-way trips) associated with each of the collection facilities were included in the EIR noise impact analysis, and the additional detail now available for the AWCS facilities would not change the conclusions of *Impact NO-6* regarding traffic noise levels. No further analysis of traffic-related noise is considered here.

Regarding *Impact NO-7*, the current Project does not include the stadium, and any noise impacts associated with the stadium are no longer relevant.

Regarding *Impact NO-8*, the original Project analysis assessed the potential for exposure of residents and visitors to excessive noise levels from flights to or from San Francisco International Airport. The inclusion of the AWCS facilities would replace the more traditional trash collection system for the developed area of the project site and would not change or influence the provision of residential or visitor uses in the project. Consequently, the AWCS facilities would not alter the conclusions identified in *Impact NO-8*.

Inclusion of the AWCS facilities could potentially alter the conclusions of *Impact NO-4* and *Impact NO-5*. Therefore, this supplemental assessment focuses on noise and vibration from operation of the AWCS potentially affecting nearby sensitive receptors. Below we describe the methods used in this supplemental noise and vibration impact assessment to determine whether the proposed AWCS facilities would result in any new significant noise or vibration impacts beyond those identified in the EIR or substantially increase the severity of a previously identified significant impact.

### **AWCS Noise Levels**

To characterize the noise and vibration of the proposed AWCS equipment and processes, ENVIRON visited an AWCS collection facility at Swedish Medical Center in Issaquah, Washington. The Swedish Medical Center system is similar to, though smaller than, the AWCS facilities proposed for the Candlestick Point and Hunter's Point developments.

Fan Room – The fan room of the Swedish Medical Center AWCS contains two 100 horsepower (hp) fans and a compressor. When the fans and compressor were operating at full power, the measured sound level inside the fan room was 88 dBA. Because the proposed AWCS facilities at Candlestick Point and Hunter's Point are expected to contain four 250 hp fans and two compressors, the sound level inside the proposed fan rooms could be as high as 7 dBA louder than measured at the Swedish Medical Center facility, resulting in an estimated sound level of 95 dBA inside the fan rooms.

The following design features are expected to reduce the sound levels of the fans and compressors at locations outside of the Candlestick Point and Hunter's Point AWCS facilities:

- The fan rooms would be contained within the larger AWCS buildings
- The walls of the fan rooms are proposed to be constructed of filled concrete block
- The fans would be wrapped with acoustical blankets
- The fans would be connected to the ducting with resilient collars
- Fan exhaust would travel through a silencer, several filters, and an acoustic louver prior to exiting outside

Exhaust Louver – Each AWCS facility would include an exhaust louver on the outside wall of the facility. The measured sound level of the exterior exhaust louver during full operation of the fans at the Swedish Medical Center was 51 dBA at 25 feet (adjusted from 60 dBA at a distance of 8.5 feet).

Waste Collection Area – The collection areas of the proposed AWCS facilities would include four compactors/cyclones and ducting through which the collected material would travel. During the visit to Swedish Medical Center, ENVIRON measured a sound level of approximately 75 dBA at 25 feet due to trash flowing through ducting. However, this activity occurs only sporadically (assumed to be 5 minutes or less per hour), and the hourly  $L_{eq}$  was estimated to be approximately 64 dBA at 25 feet.<sup>1</sup>

The sound level of the compactors was provided to ENVIRON by TransVac and is estimated to be approximately 57 dBA at 25 feet. For this assessment, the compactors were assumed to operate continuously, although they are not compacting trash the majority of the time.

The collection areas would be enclosed within the AWCS buildings but would include two sliding doors to allow truck access to the waste containers. The doors would remain closed until trucks arrive to remove full waste containers or to deliver empty containers.

### **Noise Model**

ENVIRON conducted noise modeling of the AWCS facilities using Datakustik's CadnaA noise model, version 4.3.143, based on ISO 9613-2 calculation methods. CadnaA is similar to the model used in the EIR (SoundPLAN) and considers frequency-specific sound level data, topography, intervening buildings, barriers, atmospheric conditions, and other factors. The model allows the user to input frequency-specific sound level data based on measurements or manufacturer specifications.

Using source data captured at the Swedish Medical Center AWCS and/or provided by TransVac, ENVIRON modeled the sound levels of the three proposed AWCS facilities Candlestick Point and Hunter's Point. Noise model receptors were selected based on proximity of sensitive uses to the proposed AWCS facilities. Modeled levels were predicted at the nearest existing off-site residential receivers, nearest proposed on-site residential receivers, and if applicable, nearest non-residential noise-sensitive receivers.

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<sup>1</sup> The  $L_{eq}$  is the constant sound level that would contain the same acoustic energy as the varying sound level during the same time period (i.e., the average noise exposure level for the given time period).



### **Noise Standards**

As for the noise assessment conducted for the EIR, ENVIRON compared the modeled sound levels to the noise standards established by the City of San Francisco (section 2909 of the San Francisco Noise Ordinance). For dwellings, the City applies a noise limit of 45 dBA between 10 PM and 7 AM (55 dBA between 7 AM and 10 PM) at locations inside a sleeping or living room. For this assessment, we assumed the windows would be open for ventilation and applied the noise limit at the exterior wall of the nearest dwellings. We also assumed the facilities could operate day or night, and applied the more restrictive nighttime noise limit of 45 dBA at the nearest dwellings. The City noise limits are applied to specific facility-related noise, not to the overall noise levels (i.e., not to the existing ambient levels plus the Project noise).

The City Noise Ordinance also restricts increases over ambient noise levels to 5 dBA when emanating from a residential use or 8 dBA when emanating from a commercial/industrial land use. Because this is a commercial use, the increase would be restricted to 8 dBA at neighboring properties. Existing ambient sound levels were based on the measured off-site ambient levels identified in the EIR. The ambient noise level can be established through measurement, but in no case shall it be considered to be less than 45 dBA in exterior locations.

### **Model Results and Conclusions**

Using the equipment sound level assumptions identified above, ENVIRON modeled the sound levels of the AWCS facilities at the Candlestick Point, Hunter's Point South, and Hunter's Point North facilities. Results of the AWCS noise modeling assessment are summarized in **Table 1**.

**Table 1. Noise Modeling Results, AWCS at Candlestick Point and Hunter's Point (dBA)**

AWCS Location	Receiver Type	Ambient Levels (dBA, L90) <sup>a</sup>	Modeled Levels (Leq, dBA) <sup>b</sup>			Notes
			AWCS	Overall	Increase	
Candlestick Point	Nearest Proposed On-Site Residence	46	38	47	1	Approximately 110 feet north of the AWCS facility
	Nearest Existing Off-Site Residence	46	21	46	0	Approximately 500 feet northwest of the AWCS facility
	Nearest Proposed Commercial	46	43	48	2	Movie Theater, approximately 50 feet south of the AWCS facility
Hunter's Point South	Nearest Off-Site Residence (under construction)	45	29	45	0	Approximately 200 feet northwest of the AWCS facility
Hunter's Point North	Nearest Proposed On-Site Residence	45	32	45	0	Approximately 110 feet northwest of the AWCS facility

Note: Apparent mathematical errors in the displayed increase are due to rounding to the whole number, not due to calculation errors.

<sup>a</sup> The ambient level at the locations near the Candlestick Point development was considered to be the lowest of the measured ambient levels (identified as 46-50 dBA) at location N6 in EIR Table III.1-4. The ambient level near the Hunter's Point developments was considered to be 45 dBA, since most of the measured levels identified for location N3 in EIR Table III.1-4 were less than 45 dBA.

<sup>b</sup> Because the analysis assumed most of the equipment would operate continuously at full capacity, the modeled hourly Leq levels can be considered similar to the L90 levels (i.e., the level exceeded 90% of the time). The only exception is the sound from trash traveling through the ducts in the collection facility. The L90 level would not include this activity since it would occur less than 90% of an hour (i.e., less than 6 minutes per hour), but the modeled hourly Leqs include some of this sound energy. Therefore, the results can be considered conservative.

As shown in **Table 1**, the modeled sound levels of the AWCS facilities at the nearest existing or proposed residential dwellings to each proposed facility are 43 dBA or less. This would comply with the City's interior nighttime noise limit of 45 dBA applied to specific Project-related noise. Additionally, note that predicted sound levels are at the outside plane of a window, and not inside a living space. It is expected that, even with windows open, interior levels would be slightly lower than outside the building envelope.

In addition, the estimated increases over ambient levels at the nearest sensitive receivers to each site are 2 dBA or less, which would comply with the City's restriction on increases to 8 dBA or less due to commercial/industrial uses.

Based on the above, noise levels are expected to comply with the San Francisco Municipal Code, and thus the impact would be less than significant. These findings are consistent with the findings outlined in *Impact NO-4*.

### **Waste Collection Noise Levels**

As part of this review, ENVIRON also considered potential noises associated with the collection of the waste containers at the AWCS facilities. To characterize these sources, ENVIRON observed and measured a container pickup and drop-off at two different sites. Both the pickup and drop-off included brief, loud noises from the arrival and departure of a diesel truck, brake releases, the truck engine revving to lift the bed of the truck and pull up or lower the container, minor clanks and bangs, and the truck engine idling while the driver prepared the container for pickup or release.

Because the waste collection truck is not a fixed source, it would not be subject to the interior noise limits for residences as identified in section 2909 of the San Francisco Noise Ordinance (i.e., 55 dBA during the day and 45 dBA at night inside sleeping or living rooms). Furthermore, because the collection noise would occur only for short periods during the seven container pickups/drop-offs daily, it would not affect the ambient levels (as characterized by the L90 in the EIR).<sup>2</sup> Therefore, although the waste collection activities would produce brief, loud noises, these types and levels of noise would fall within the range of ordinary urban noise and would not result in significant noise impacts. These findings are consistent with the findings outlined in *Impact NO-4* as regard waste collection activities.

### **AWCS Vibration Levels**

During ENVIRON's visit to the Swedish Medical Facility AWCS, there were no noticeable vibrations inside the fan room from the fans or any other equipment. The fans were mounted on an isolation base along with shock isolators that were attached to the floor. The mass of the base in conjunction with the shock isolators attenuated vibrations that may have been transmitted to the floor. These same design features will be used at the Candlestick Point and Hunter's Point AWCS facilities. Therefore, operation of the AWCS facilities would not generate or expose persons on or off site to excessive groundborne vibration and any impact would be less than significant. This finding is consistent with the finding outlined in *Impact NO-5*.

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<sup>2</sup> The L90 is the level exceeded 90% of the time, or 54 minutes of any hour. A container pickup/drop-off would occur for less than 15 minutes of any hour.

## AUTOMATED WASTE COLLECTION SYSTEM DETAILS

### Description of Components of the AWCS

Users of the system deposit their waste into labeled waste inlets. In the case of buildings, waste would enter the system in a similar manner to what would typically be used in modern multiple story buildings. The building would be constructed with waste chutes. Occupants would deposit waste into chutes through inlets located on every floor of every building. In outdoor areas, waste deposited in street receptacles would be picked up in the normal manner by the City's permitted waste hauler. Waste deposited in park areas would be picked up by park maintenance crews using carts and bags, and taken to a central location and deposited into the AWCS system.

Once the waste is deposited into the system through the inlets, it drops into a sealed chamber located below the inlets which holds the material in place until an electronically controlled valve opens and drops the material into the horizontal underground transport pipe network. If the holding chamber fills up before the next scheduled discharge time, a photo-detector activates the valve to release the waste to make room for additional waste that has been deposited in the system. After the waste drops into the pipe, the valve closes and powerful electric fans create air pressure which propels the waste at high speed through a sealed network of underground pipes to enclosed compactors and waste containers at a centralized collection facility. Once the waste is placed in an inlet it will neither be seen nor handled again until it is unloaded from collection trucks that will pick up the waste at each collection facility and take the waste to Recology's solid waste and recycling facilities at Tunnel and Beatty Roads and Pier 96. The holding chambers will be emptied at least once every 8 hours, and as noted above, if the chamber fills up prior to the next scheduled discharge, a photo-detector will trigger the emptying of the chamber.

The first of the three central collection facilities to be built will be sited on top of the parking garage at the Candlestick Point Retail Center (CP Center). It will be located at street level and accessed by a separate entrance from the garage. Adjacent to the collection facility at CP Center, movie theatres, residences, residential life care or hotel uses are proposed. This collection facility will be approximately 6,300 square feet. The building will range in height from 16 feet to 36 feet and would comply with the height, setback and bulk requirements in the Design for Development Program under the 65-foot height limit in Candlestick Point. See plans above and schematic below. The other two central collection facilities will be located at Hunters Point Shipyard along Crisp Road, and on Spear Avenue near B Street. Both locations are in areas designated for Research and Development activities. Collection facilities at both locations would range from 16 feet to 36 feet, and would similarly comply with the Design for Development requirements under their respective height limits of 65 and 85 feet.

The main network of underground pipe is comprised of 20-inch inside diameter heavy gauge steel pipe that is welded, poly-wrapped and buried within the street rights-of way pursuant to a Major Encroachment Permit approved by the Board of Supervisors. The thicknesses of the pipe will vary from 3/8-inch to 1-inch based on pipe layout geometry of branches and bends.

Buried concrete access vaults at pipe branch locations will provide repair and maintenance access to underground piping on an as-needed basis. Air-flow isolation valves will be incorporated to shut-off branches from the main pipe network to improve efficiency and flow control.

All system components (e.g., dampers, diverters, fans) will be controlled by an electronic automated control system that continually monitors the operations of the entire AWCS system 24 hours a day. These sophisticated electronic system controls allow maintenance personnel to monitor, operate, and if needed, troubleshoot the system.

The installation of the system will be phased with the development of the Project. Accordingly, initial operations will not commence until the first Centralized Collection Facility has been completed in Candlestick Point in Sub-Phase CP-02. Prior to completion of this central collection facility, waste collection will be handled by Recology using its current waste cart and collection truck methods. Until the AWCS is fully operational, waste will be deposited in the chutes which will empty into centralized waste carts in the building, and will be periodically emptied by Recology. After the system is phased in, the waste will empty directly into the sealed chambers under each building, where the waste will empty into the pipe system and be transported to the central collection facility.

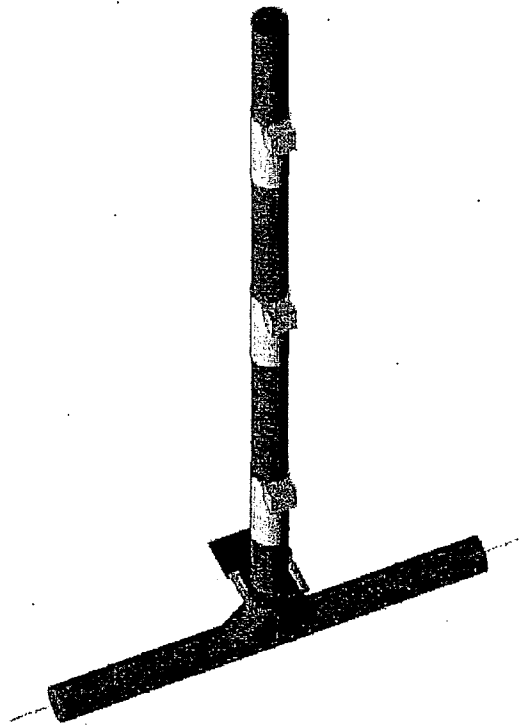
Waste inlets will be accessible 24 hours a day. The aperture of waste inlets will be smaller in diameter than chutes and transport pipes to help minimize the risk of clogs in the system. Storage chamber valves are normally closed and open only as scheduled throughout the day, but "photo eye" detectors allow the automated control system to override standard collection timing if larger than expected volumes of waste accumulate in a holding chamber. All valve assemblies have pressurized ventilation mechanisms that exchange air in the vertical chute risers and underground chambers to prevent the accumulation of odors in buildings.

During AWCS waste transport, powerful electric fans ramp up quickly and an air valve located upstream of the branch in which the waste is travelling opens to create the high-velocity airflow necessary to transport the waste directly to the appropriate enclosed central collection facility. Each type of material - landfill, recyclable, and compostable material - is piped from the waste inlets to the central collection facility into dedicated cyclone separators which slow the air and allows waste materials to drop into compactors that are tightly sealed to the cyclone separators. These compactors compress the waste into attached portable 40 cubic yard metal containers for transport by Recology. The exhaust air from the separators passes through a multi-stage, dry filtering system to remove particulates before exiting to the outside air.

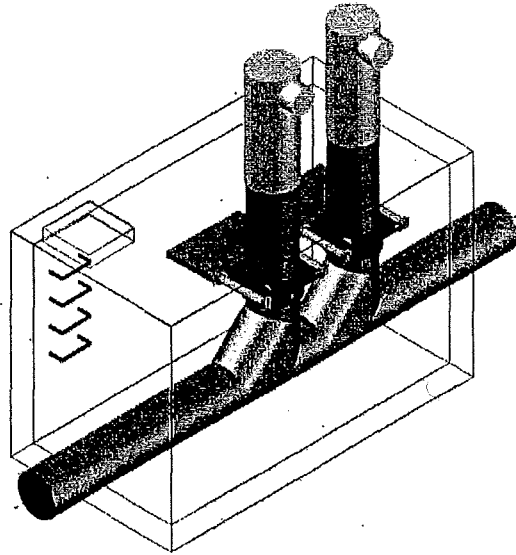
When a container is full, it is disconnected from the AWCS compactor by Recology operators. Recology operators then load the full container onto a Recology truck for transportation directly to the San Francisco solid waste transfer station at Tunnel and Beatty Roads or the recycling facility at Pier 96. Once there, Recology will unload the contents of each container, wash the container, and return and reconnect it to the AWCS system. The full containers remain completely sealed during transportation to and from the transfer station and recycling facility.

At the Central Collection Facilities, the Recology trucks are programmed to cut off the vehicle's engine after five minutes to minimize idling times.

For the first central collection facility to be located atop the retail parking garage in Candlestick Point, trucks will enter and exit the site by way of a dedicated driveway at street level off Arelious Walker Drive. Trucks will leave the site by turning left onto Arelious Walker Drive from the site's driveway, on to Harney Way and then toward US 101. Trucks destined for the San Francisco solid waste transfer station at Tunnel and Beatty Roads would use Beatty Road to access the facility. Trucks destined for the recycling facility at Pier 96 would enter US 101 northbound from Harney Way, and immediately exit at the Paul Avenue/Third Street off-ramp. Trucks would travel northbound on Third Street to Cargo Way, and then east on Cargo Way to Pier 96. Trucks would enter the site using similar routes. Truck trips would typically occur between 6 AM and 11 AM, and would not affect peak period traffic conditions. A total of 14 truck trips are anticipated for this facility; seven trucks to and from the site daily.



**ILLUSTRATION OF BUILDING INLETS**



**ILLUSTRATION OF STREET LEVEL INLETS**

For the two additional Hunters Point Central Collection Facilities, the same number of truck trips is anticipated during the same off-peak time period. For trucks traveling between the San Francisco solid waste transfer station and the site located in Hunters Point South Parcel 1, trucks would travel along Third Street, Palou Avenue, and Crisp Road, entering the site from the diagonal road connecting Crisp Road and Fisher Street. Trucks traveling between the San Francisco solid waste transfer station and the site located in Hunters Point Research and Development Parcel 4 would use the same route, but would continue on to Fischer Street and Spear Street to the entrance located on Spear Street near "B" Street.

For trucks traveling between the recycling facility at Pier 96 and the site located in Hunters Point Research and Development Parcel 4, trucks would travel along Jennings Street, Evans Street, Hunters Point Boulevard, Innes Avenue, Donahue Street, Lockwood Avenue, and Spear Street to the entrance located on Spear Street near "B" Street. Trucks traveling between the recycling facility at Pier 96 and the site located in Hunters Point South Parcel 1 would use the same route, but would turn from Lockwood Avenue onto Fischer Street, and then to the diagonal street connecting Fischer Street and Crisp Avenue.

In an emergency situation involving the loss of power for an extended period, Recology would provide alternative garbage collection for the Project site as necessary and feasible given the emergency conditions.

System Components: Loading Points/Inlets

Inlets will be at a height and size that would eliminate the possibility of small children accessing the system for disposal of items or falling into the system. In buildings, the design is similar to traditional gravity chutes in San Francisco buildings. Upon receiving building plans from individual building architects, TransVac will work with them to design the gravity chutes appropriate for each building.

These chutes will connect to the AWCS and will comply with the relevant City and State code sections applicable to gravity chutes.

Inlets in public parks will have secured inlets so they are only accessible to City maintenance workers. The size of the openings on these inlets will be no more than 14 inches in diameter in order to limit the size of waste deposited into the system.

Although very unlikely, any fire that occurs in any of the system's inlets will be extinguished by the fire sprinkler system in the vertical chute. This is same protocol required by the Fire and Building Codes for gravity chutes throughout San Francisco. The risk of fire in the piping system is highly unlikely due to the negative pressure of the AWCS. Furthermore, there is very little dwell time of the waste in the piping system, making fire even more unlikely.

Recology is the owner and operator of the AWCS, and has contracted maintenance to TransVac. The control system monitors all access points. If any valve does not open or is stuck, an alarm is sent to the main control system. The rest of the system will continue to operate. To prevent clogs from slowing down the waste movement, a clog detection system will send a signal of low airflow if a clog develops. The control system will run a clog removal sequence. If that is unsuccessful, the system will be cleared manually via maintenance vaults.

#### Piping Network (see illustrations above)

Underground piping will be heavy wall mild steel with a protective poly-wrap to protect the buried pipe from subsurface soil conditions and contaminants that may be present. When piping goes above ground, lighter gauge steel may be utilized.

The primary alignment of the TransVac system is under the sidewalk area, and would be below any utilities that have lateral pipes crossing perpendicularly. The system is approximately 9-10' deep in all areas except for a short stretch at Arelious Walker where it is somewhat less deep. In all areas any service laterals will be above the TransVac line.

#### Air Inlets

Air inlets provide a means for air to be drawn into the piping network in sufficient quantities to allow for material transport. An air inlet may or may not include an inlet damper depending on location and orientation. Air inlets are located upstream of waste inlets and can be located at any desired location. The control system manages the opening and closing of the air inlets.

#### Isolation Dampers (valves)

Only one branch of the AWCS operates at a time. Isolation dampers are installed at branch intersections and are closed if a branch is not being actively used.

#### Central Collection Facilities

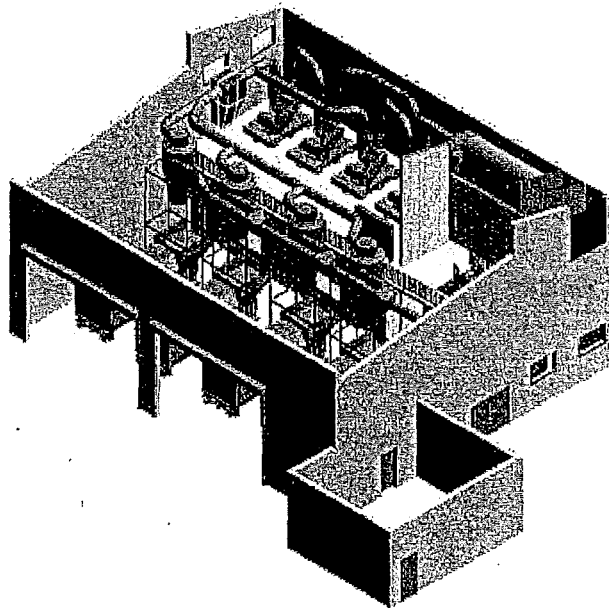
Each Central collection facility will house fan units, one cyclone waste separator for each waste stream, a multi-stage filtering system, compactors and containers. While specific designs for the collection facilities to be located in the Hunters Point portion of the Project Area will be completed at a later time in



accordance with the Project construction phasing schedule, they will be similar in massing and height to the Candlestick Point Collection Facility. The Candlestick Point collection facility's equipment and electric power requirements are summarized in Table 1 below. It is expected that the equipment and electricity consumption for the Hunters Point Collection Facilities would be similar. All equipment used in the central collection facilities is electric.

**Table 1**  
**Collection Station Equipment and Power Requirements**

Equipment	Power Requirement
(2) 250 HP Fans	~260 kVA
(1) air compressor	~6.9 kVA
(1) air dryer	~2.8kVA
(1) compactor unit	~7.5 kVA
Controls System	~2.4 kVA
Furnace, lighting, etc.	~2.5 kVA
Collection Station Total	~280 kVA



**CANDLESTICK POINT COLLECTION FACILITY RENDERING**

Cyclone Separator

When waste first enters a cyclone, the waste separates from the air. Air passes through the cyclone while the waste material drops out of the bottom into the attached compactor in-feed hopper. The released air passes through a multi-stage filtering system to remove large materials such as paper and plastic bags.

All air in the AWCS is completely contained within the system and will not mix with outside air before being conveyed through the multi-stage filtering system and exhaust louvers.

#### Air Filtering

As mentioned above, exhaust air passes through a multi-stage filtering system to remove particulates, odor and all visible constituents. The filtration system employed by TransVac will remove at least 99.6% of particulates in the 3-10 micron range. The filtration system will achieve Bay Area Air Quality Management District's (BAAQMD) Best Available Control Technology (BACT) limit of 0.01 grains per dry standard cubic foot (gr/dscf) and achieve an emissions rate of not more than 27.2 lbs/day as discussed in the Air Quality section below. Once the AWCS is operational, Recology will conduct initial testing of exhaust air for PM10 emissions to ensure the emissions do not exceed this estimated rate. Recology will also develop an Operation Plan for the AWCS which will include a periodic monitoring schedule for testing air emissions from the AWCS. Testing results will be submitted to the San Francisco Department of Public Health (SFDPH) in its role as the Local Enforcement Agency under CalRecycle (LEA) within 30 days of receipt of final testing results.

#### Construction Process

Through an installation sequence coordinated with the Project Sponsor, a network of buried steel pipe will be installed in the assigned right-of-way at the same time other utility lines are installed during each phase of development. A network of streets and access lines to individual parcels throughout the Project Site has been reserved for the AWCS implementation. The Department of Public Works, with the approval from the Board of Supervisors, would issue a Major Encroachment Permit to Recology for use of those streets and prior to the commencement of construction of the AWCS. See graphics on p. 5.

Branch piping will be installed to planned end locations (e.g., on private property) and, wherever possible, branch piping stub-outs will be installed for future connections. Based on material volume projections, loading stations will be located as needed within all buildings and outdoor areas. Buried maintenance access vaults will be installed at branch locations to allow permanent access to underground piping.

BOARD of SUPERVISORS



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San Francisco 94102-4689  
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Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

TO: John Rahaim, Director, Planning Department  
Jonas Ionin, Acting Commission Secretary, Planning Commission  
Mohammed Nuru, Director, Public Works  
Barbara A. Garcia, Director, Department of Public Health  
Tiffany Bohee, Executive Director, Office of Community Investment and Infrastructure  
Greg Suhr, Chief, Police Department  
Joanne Hayes-White, Chief, Fire Department  
Harlan Kelly Jr., General Manager, Public Utilities Commission

FROM: Andrea Ausberry, Assistant Clerk, Land Use and Economic Development Committee, Board of Supervisors

DATE: October 9, 2014

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Land Use and Economic Development Committee has received the following proposed legislation, introduced by Supervisor Cohen on September 23, 2014:

**File No. 141005**

**Resolution granting revocable permission to Recology, Inc., to occupy a portion of the public right-of-way to construct and maintain various improvements for the below-grade Automated Waste Collection System (AWCS), which will be located within the Candlestick Point-Hunters Point Phase 2 Redevelopment Project Areas, to transport streams of solid waste in the AWCS pipe network from multiple private indoor and public outdoor waste inlets to separate enclosed centralized waste collection facilities for transport to off-site landfill, recycling, or compost facilities; conditioning the permit; making environmental findings under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

If you have any additional comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

- c: AnMarie Rodgers, Planning Department
- Aaron Starr, Planning Department
- Frank Lee, Public Works
- Greg Wagner, Department of Public Health
- Colleen Chawla, Department of Public Health
- Natasha Jones, Commission on Community Investment and Infrastructure
- Christine Fountain, Police Department
- Inspector John Monroe, Police Commission
- Kelly Alves, Secretary, Fire Department
- Juliet Ellis, Public Utilities Commission
- Donna Hood, Public Utilities Commission

Print Form

# Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee.  
An ordinance, resolution, motion, or charter amendment.
- 2. Request for next printed agenda without reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [ ] inquires"
- 5. City Attorney request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. **141005**
- 9. Request for Closed Session (attach written motion).
- 10. Board to Sit as A Committee of the Whole.
- 11. Question(s) submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission       Youth Commission       Ethics Commission
- Planning Commission       Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative**

Sponsor(s):

**COHEN**

Subject:

**st. encroachment permit - Automated waste collection system**

The text is listed below or attached:

**Attached**

Signature of Sponsoring Supervisor: *Mati Cohen*

For Clerk's Use Only:

