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PUBLIC NOTICE

Hunters View Redevelopment Project
REVISED REVIEW PERIOD ending APRIL 14, 2008
PLANNING DEPARTMENT CASE NO. 2007.0168E
STATE CLEARINGHOUSE NO. 2007112086

This Notice supersedes the Notice dated March 1, 2008 which stated the EIR public review period as March 1, 2008 to April 4, 2008. The new public review period is March 1, 2008 to April 14, 2008 (45 days). Comments will be received until 5:00 p.m. April 14, 2008 and should be addressed to Bill Wycko, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Comments received at the public hearing and in writing will be responded to in a Summary of Comments and Responses document.

THERE ARE NO CHANGES TO THE PROPOSED PROJECT OR THE ENVIRONMENTAL DOCUMENT.

A Draft Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department in connection with this project. A copy of the report is available for public review and comment at the Planning Department offices at 1660 Mission Street, 1st Floor Planning Information Counter or on-line at www.sfgov.org/site/planning/mea. Referenced materials are available for review by appointment at the Planning Department's office at 1650 Mission Street, 4th Floor. (Call 575-9025)

Project Description: The 22.5-acre project site, the existing Hunters View Public Housing, is comprised of two adjacent properties. The first is at Middle Point and West Point Roads and Wills and Hare Streets, Assessor's Block 4624, Lots 3, 4 and 9. The second is along Keith Street, Assessor's Block 4720, Lot 27. The San Francisco Housing Authority and Hunters View Associates, LP, assisted by the San Francisco Redevelopment Agency and the Mayor's Office of Housing propose to construct up to 800 residential units in multiple buildings. The project would replace one-for-one the existing 267 public housing units, and would result in a mixed-income community comprised of for-rent and for-sale units at and below market rate, as well as public housing units. The project would also include housing constructed by Habitat for Humanity and resident-serving retail and community space, and up to 816 off-street parking spaces. The project would include improvements to access and circulation including realignment of some existing streets, and addition of new streets and sidewalks as well as areas of outdoor open space. Most of the project site is located within an RM-1 (Residential, Mixed-Use, Low Density) zoning district and a 40-X height and bulk district. A portion of the site is zoned RH-2 (Residential, House, Two-Family), NC-2 (Neighborhood Commercial, Small-Scale), and M-1 (Light Industrial). The proposed project would require a Zoning Map Amendment to rezone the site to 65-X, and Conditional Use Approval for a Planned Unit Development.

Significant Impacts: The Third Street/Evans Avenue intersection would degrade from LOS D to LOS E with the addition of Project trips in the Baseline plus Project Condition. The Project would contribute to a significant unavoidable adverse impact at this intersection. Under 2025 Cumulative Conditions, five intersections would operate at unacceptable levels (LOS E or LOS F): Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue. The proposed Project would contribute to significant unavoidable adverse cumulative impacts at those five intersections.

A **public hearing** on this Draft EIR and other matters has been scheduled by the City Planning Commission for April 3, 2008, in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 1:30 p.m. or later. (Call 558-6422 the week of the hearing for a recorded message giving a more specific time.)

Public comments will be accepted from March 1, 2008 to 5:00 p.m. on April 14, 2008. Written comments should be addressed to Bill Wycko, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Comments received at the public hearing and in writing will be responded to in a Summary of Comments and Responses document.

If you have any questions about the **environmental review** of the proposed project, please call Nannie Turrell at 415-575-9047.

HUNTERS VIEW REDEVELOPMENT PROJECT

DRAFT
ENVIRONMENTAL IMPACT REPORT

SAN FRANCISCO PLANNING DEPARTMENT

CASE NO. 2007.0168E

STATE CLEARINGHOUSE NO. SCH 2007112086

DRAFT EIR PUBLICATION DATE: MARCH 1,2008

DRAFT EIR PUBLIC HEARING DATE: APRIL 3, 2008

DRAFT EIR PUBLIC COMMENT PERIOD:
MARCH 1, 2008 TO APRIL 4, 2008

Written comments should be sent to:

Bill Wycko, Environmental Review Officer • San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103

HUNTERS VIEW REDEVELOPMENT PROJECT

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DATE: March 1, 2008

TO: Distribution List for Hunters View Redevelopment Project Draft EIR

FROM: Bill Wycko, Acting Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for Hunters View Redevelopment Project (Case No. 2007.0168E)

This is the Draft of the Environmental Impact Report (EIR) for Hunters View Redevelopment Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, we will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting(s) and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the San Francisco Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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I. SUMMARY

A. PROJECT DESCRIPTION (P. 40)

The San Francisco Housing Authority (SFHA) and Hunters View Associates, LP (Project Sponsor), assisted by the San Francisco Redevelopment Agency (Agency) and the Mayor's Office of Housing, propose the Hunters View Redevelopment Project (Project), in the Bayview Hunters Point neighborhood. The proposed Project would replace one-for-one the existing 267 Hunters View public housing units and add up to 383 to 533 additional units with a range of mixed-income housing types. The Project would thus include between 650 and 800 total new residential units, off-street parking, some ground-floor neighborhood-serving commercial space, and community facilities. The new units would include single-family homes, townhouses and flats. The Project would also include new sidewalks, roadways, utility infrastructure and landscaping. The proposed Project is anticipated to be developed in approximately 19 blocks with buildings ranging in height from 20 to 65 feet.

The Project would include an anticipated 350 affordable rental units (267 public housing and 83 additional affordable rental units), 17 Habitat for Humanity for-sale units, between 13 and 50 additional affordable home ownership units, and between 270 and 383 market-rate home ownership units. The final total of residential units may vary, based on refined planning analysis. This Environmental Impact Report conservatively analyzes development of up to 800 residential units.

The 22.5-acre Project Site, in the Bayview Hunters Point neighborhood, is approximately 1¼ miles east of U.S. 101/I-280, south of Evans Street and west of Hunters Point Boulevard. The Project Site is served by a local roadway network, Middle Point Road, West Point Road, Hare Street, and Wills Street. Most of the Project Site is within an RM-1 District (Residential, Mixed-Use – Low Density), a 40-X Height and Bulk District (which sets building height limits at 40 feet). Portions of the site are located in RH-2, M-1, and NC-2 Districts. The Project Site is also within the Bayview Hunters Point (BVHP) Redevelopment Plan, adopted in 2006 by the San Francisco Redevelopment Agency. The BVHP plan assumes that the Hunters View Project Site would continue to include 267 units of public housing, with increases in density for additional mixed-income housing units.

The Project would include approximately 6,400 square feet of neighborhood-serving retail that would be accommodated in three to six different spaces. While the retailers have not yet been determined, possible uses include neighborhood-serving uses such as a deli, a dry cleaner, or a

coffee shop. The proposed Project would include community-serving facilities that would serve existing and future site residents. Preliminarily, these facilities would include uses such as a community room, a computer learning facility, a childcare/Head Start center, children's play areas, and a senior center.

The proposed Project would include up to 816 off-street parking spaces, a ratio of up to one space per unit, and additional code required parking spaces for the other proposed uses. Most parking would be provided in partially or fully sub-surface parking garages below the housing and/or below mid-block landscaped courtyards. Middle Point Road, Wills Street, and Hare Street would remain in their current alignment; Wills Street and Hare Street would be extended and connected. West Point Road would be reconfigured to provide access from Middle Point Road to Fairfax Avenue. If the Project Sponsor can obtain site control through an easement on PG&E property adjacent to the site, the Project may include a pedestrian walkway providing access to Innes Avenue and India Basin Shoreline Park. The Project may also include a pedestrian walkway extending westward from the on-site portion of Fairfax Avenue as an extension of Wills Street.

The proposed Project would provide public and private open space areas. The design of the open spaces would be refined, and would likely include a mixture of passive and active recreation areas, with playgrounds or similar uses.

Hunters View, built in 1957, is currently owned and managed by the SFHA and consists of 50 one-to-three story buildings. The SFHA selected Hunters View Associates, LP, a partnership of the John Stewart Company, Ridge Point Non-Profit Housing Corporation, and Devine & Gong, Inc., as the developer charged with undertaking the revitalization of Hunters View. Hunters View Associates' primary objective is to build a high quality, well-designed, cost efficient and affordable mixed-income community that includes units for singles, families and seniors and community facilities that equally serve all residents. Specific objectives of the Hunters View revitalization project include the following:

- Develop up to 800 units of mixed-income housing;
- Replace all current public housing units, on a one-for-one basis, with high quality comparably affordable units;
- Avoid or minimize off-site relocation of residents during construction;
- Provide unit types to best meet the needs of the current and future residents;
- Continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units;

- Create affordable and market rate home ownership opportunities;
- Utilize the sales proceeds from the market rate home ownership component in order to help finance the construction of the public housing units;
- Realign the streets and placement of buildings to result in an urban configuration more typical of a San Francisco neighborhood and to maximize views for all residents;
- Create greater connectivity to the broader community by adding street and walkway connections where feasible;
- Provide usable open space;
- Provide supportive services for residents;
- Remediate the physical hazards of the existing Hunters View;
- Blend the design of the new buildings into the surrounding community;
- Base construction on healthy and green principles;
- Improve public housing facilities, amenities, security, and Americans with Disabilities Act (ADA) access at the site; and
- Create a stable mixed-income community that serves both existing residents as well as new residents.

B. MAIN ENVIRONMENTAL EFFECTS

The Planning Department issued a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting on November 16, 2007 and a Public Scoping Meeting was held on December 5, 2007. On the basis of the Planning Department's initial evaluation of the proposed Project and the public scoping process, this Environmental Impact Report (EIR) analyses Land Use, Plans and Policies, Visual Quality and Urban Design, Transportation and Circulation, Air Quality, Noise and Biological Resources. The potential effects of other environmental topics are addressed in Section III.I, Other Impacts Determined to be Less Than Significant. Those impact topics are Cultural Resources; Population and Housing; Shadow and Wind; Recreation and Public Space; Utilities and Service Systems; Public Services; Geology, Soils and Seismicity; Hydrology and Water Quality; Hazards and Hazardous Materials; Mineral and Energy Resources; and Agricultural Resources. Section III.I includes sufficient analysis to conclude that those effects would be less-than-significant, or would be less-than-significant with mitigation measures included as part of the Project.

LAND USE (P. 61)

The proposed Project would result in an increase in intensity of existing land uses by redeveloping the site with residential uses at a greater density, adding the commercial uses and

increasing community space on the site. The Project would not disrupt or divide the physical arrangement of an established community. While residential densities would be greater than what currently exist on the site, it would be similar to densities in the surrounding neighborhoods and those commonly found in San Francisco. Land use changes resulting from the proposed Project would be consistent with redevelopment goals to upgrade public housing and increase housing supply, particularly affordable housing. The EIR found that land use effects would be less than significant.

PLANS AND POLICIES (P. 54)

The *General Plan* contains general policies and objectives to guide land use decisions, and contains some policies that relate to physical environmental issues. The Project will be reviewed by the Planning Department and the City Planning Commission to make findings of consistency with policies of the *General Plan*. Decision-makers may identify potential conflicts between specific projects and goals and policies of the *General Plan*. During the review process, the decision-makers must evaluate and balance the potentially conflicting goals of different *General Plan* policies. Sections of the General Plan that apply to the proposed Project include the Housing Element and the Bayview Hunters Point Area Plan.

The San Francisco Planning Code (Planning Code), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. The proposed Project would generally meet Planning Code land use, design and parking controls for the RM-1, RH-2 and M-1 use districts. Some exceptions from Planning Code requirements may be sought for the Project pursuant to the Planned Unit Development permit under Planning Code Section 304. The proposed Project would require a Zoning Map Amendment to rezone the site to 65-X to accommodate the buildings that would exceed forty feet in height. The zoning amendment would require Board of Supervisors approval.

The Project Site is located within the Bayview Hunters Point Redevelopment Project Area and would generally be consistent with the redevelopment goals of the BVHP Redevelopment Plan, as described under Land Use, above.

VISUAL QUALITY AND URBAN DESIGN (P. 66)

The Project would change the visual character of the site, replacing the existing housing in a series of one- to three-story buildings, generally set back from streets, with new buildings, ranging up to seven stories, oriented to a formal street grid, as found in many San Francisco neighborhoods. The Project would change views of the site from public open space along the

San Francisco Bay shoreline near the site, but it would not block publically accessible views of the Bay or other scenic areas. The Project would thus not have significant adverse impacts on publically accessible scenic vistas, nor would the Project damage scenic resources such as landscapes or other features that contribute to a scenic public setting.

The Project would change views from nearby areas. The Project would appear as denser infill development than current conditions, but would be consistent with development in nearby areas, which include patterns of buildings of varying height and massing, from single-family buildings, townhomes and flats, to multi-unit buildings, on hillside streets above the areas near the shoreline. The Project would also provide pedestrian-scale features, such as landscaped Park Street and other open space, and new pedestrian routes to the site. The changes would not substantially degrade existing visual quality of the site or surroundings.

The Project would create new sources of light, as part of the residential uses. The Project would use streetlights that would direct light downward onto roadways and pedestrian areas for purposes of safety, and would not spill onto adjacent properties. These sources of light, which would replace the existing Hunters View street lights and other outdoor lighting, would be typical of urban development in San Francisco and would not generate obtrusive lighting that would change conditions in adjacent areas. Project lighting conditions would not adversely affect daytime or nighttime views in the area, and would not substantially affect people or properties.

The *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report* found that development in the Hunters Point Shoreline Activity Node, which includes both the Hunters View site and the India Basin Shoreline area, would not have adverse effects on visual quality. Therefore, the Hunters View project would not contribute to adverse cumulative visual quality effects.

The Project would not have significant adverse impacts on visual quality and urban design, lighting, or have cumulative impacts to visual quality.

TRANSPORTATION (P. 76)

Traffic. The transportation study for the proposed Project analyzed intersection Level of Service (LOS) during the weekday PM peak hour period (from 4:00 to 6:00 p.m.) for nine intersections in the vicinity of the proposed Project:

- Third Street/25th Street
- Illinois Street/25th Street

- Third Street/Cesar Chavez Street
- Third Street/Cargo Way
- Cargo Way/Amador Street
- Third Street/Evans Avenue
- Keith Street/Evans Avenue
- Fairfax Avenue/Keith Street
- Middle Point Road/Evans Avenue

The proposed Project would generate approximately 662 net-new vehicle trips during the weekday PM peak-hour (432 inbound and 230 outbound). At eight of the nine study intersections, the proposed Project would result in a minor increase in the average delay per vehicle (less than six seconds) resulting in no worse than LOS C for Baseline plus Project conditions. The Third Street/Evans Avenue intersection would degrade from LOS D to LOS E (average delay increase of 25.2 seconds per vehicle) with the addition of the traffic generated by the proposed Project. While the mitigation measures would reduce the significant Project impacts, further analysis is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable adverse impact at this intersection. No mitigation measure for the remaining eight intersections would be required for the Baseline plus Project Conditions, since the addition of project trips would not result in significant impacts during the weekday PM peak hour.

Transit. The proposed Project would generate approximately 306 net-new transit trips (about 200 inbound and 106 outbound) during the weekday PM peak hour. While the proposed Project would not have significant adverse effects on the capacity of MUNI bus lines and the MUNI T-Third Street light rail (or other transit providers) serving the site and vicinity, to encourage transit use at the proposed Project, the Project Sponsor would establish a transit pass program that would offer tax incentives or benefits to retail employees who use transit to and from the proposed Project.

Pedestrians. Pedestrian trips generated by the proposed Project would include walk trips to and from the Project Site, plus walk trips to and from parked vehicles and transit lines. Overall, the proposed Project would add over 453 net-new pedestrian trips (including approximately 147 net-new walk or other trips and 306 net-new transit trips) to the adjacent sidewalks during the weekday PM peak hour. The proposed Project would provide new sidewalks within the Project Site and other pedestrian improvements; therefore no impacts would occur.

Bicycles. With the current bicycle and traffic volumes on nearby streets, bicycle travel generally occurs without major conflicts or safety issues. The proposed Project would result in an increase in the number of vehicles on the surrounding streets; this increase would not adversely affect bicycle conditions or operations in the area. This impact would be less than significant.

Year 2025 Cumulative Conditions. Under 2025 Cumulative Conditions, five study intersections would operate at unacceptable levels (LOS E or worse): Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue. The decreased LOS at those five intersections is largely attributed to the future developments in the area, such as buildout of Hunters Point Shipyard, India Basin, and Candlestick Point in the 2025 Cumulative scenario. However, the Project contribution to traffic growth at those five intersections would range from 7.1 percent to 41.4 percent of total volume, and 10.4 percent to 22.3 percent of growth, and would be significant. For this analysis, greater than a five percent contribution to the cumulative growth is considered significant. The proposed Project would therefore contribute to significant adverse cumulative impacts at those five intersections. The EIR identifies mitigation measures for cumulative conditions at Third Street/Twenty-Fifth Street, Third Street/Cesar Chavez, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue. Chapter IV concludes that mitigation measures to attain acceptable LOS for cumulative conditions at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections would either not be feasible or would require further assessment of feasibility, and therefore, the cumulative impacts at those five intersections would be considered significant and unavoidable. Thus, the proposed Project would be considered to contribute to significant unavoidable cumulative adverse impacts at those intersections.

Parking and Loading. The Project would include up to 816 off-street parking spaces, a ratio of up to one space per unit, plus code-required spaces for the other uses. Most parking would be provided in partially or fully sub-surface parking garages below the housing and/or below mid-block landscaped courtyards. Off-street and on-street parking supply would be expected to meet Project parking demand, and because parking shortfalls are not considered adverse effects for purposes of environmental review, parking impacts would be considered less than significant.

The proposed Project would propose up to 14 on-street loading spaces, 40 feet in length. The curb loading would be reviewed and approved by the Department of Parking and Traffic. The

loading spaces would be distributed throughout the site to serve each block including near proposed retail uses. The estimated loading demand for the Project as a whole would be 30 delivery/service vehicle trips per day; the proposed loading spaces would be adequate. Therefore, loading impacts would be considered less than significant.

Construction Effects. Construction activities would typically occur on weekdays from 7:00 a.m. to 5:00 PM; construction on weekends would only occur on an as-needed basis. It is anticipated that construction-related trucks would access the Project Site from Evans Avenue. In general, the impact of construction truck traffic would be the temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations. Construction staging would occur primarily within the Project Site. However, temporary closure of a portion of Middle Point Road sidewalks may be needed for the construction of new curb-cuts and the reconstruction of old curb-cuts (during these times, pedestrians may need to be directed to use sidewalks on the other side of the street). MUNI stops on Middle Point Road may need to be temporarily relocated during construction. However, any relocated stop would remain on Middle Point Road. Although construction effects would be less than significant, the Project would include an improvement measure to reduce potential traffic disruption from Project construction traffic.

AIR QUALITY (P. 104)

The proposed Project would have impacts on air quality from emissions generated from construction, operations, and from the production of greenhouse gas (GHG) emissions. Emissions caused by construction activity would result from the demolition of buildings, dust from excavation and grading, and exhaust from construction equipment. These impacts are temporary and only last the duration of the construction period. The proposed Project would also produce operational emissions due to increase traffic volumes and equipment such as water heaters and ventilation equipment. Both the proposed Project's construction and operation would produce GHG emissions, which contribute to "global warming."

Fugitive dust control measures would be implemented during project construction, consistent with Objective 3 of the *San Francisco General Plan* Air Quality Element update. In addition, no significant PM_{10} sources would be associated with the Project beyond construction. For these reasons, the operational characteristics of the Project would not cause a cumulatively considerable increase in regional air pollutants.

The daily operational emissions would not violate air quality standard or contribute substantially to an exiting or projected air quality violation. Future CO concentrations near

intersections would not exceed the national 35.0 ppm and state 20.0 ppm 1-hour ambient air quality standards or the national 9.0 ppm and state 9.0 ppm 8-hour ambient air quality standards when the Project is fully operational. Therefore, sensitive receptors located in close proximity to these intersections would not be exposed to substantial pollutant concentrations, and the potential project and cumulative impacts of the Project would be less than significant.

Neither the BAAQMD nor any other agency has adopted significance criteria or methodologies for estimating a Project's contribution of GHG emissions or evaluating its significance. However, it is assumed at this point that no individual development project, such as the proposed Project, could by itself generate sufficient emissions of GHG emissions to result in a significant impact in the context of the cumulative effects of GHG emissions. Moreover, as the Project would be developed in an urban area with good transit access, the Project's transportation-related GHG emissions would tend to be lower than those produced by the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in San Francisco. As new construction, the residential portion of the Project would also be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as moderate the Project's contribution to cumulative regional GHG emissions. Therefore, the Project would not result in significant impacts related to GHG emissions.

NOISE (P. 119)

The existing noise environment in the vicinity of the Project Site is typical of noise levels in urban San Francisco. The primary sources of noise on the Project Site are traffic-related; most notable are the heavy volumes of traffic along Third Street and Evans Avenue. Existing land uses surrounding the Project Site constitute minor sources of noise (e.g., ventilation equipment, etc.) from residential, office, and commercial activity. Existing noise from the Project Site is primarily from cars travelling on roadways serving the site.

Construction of the proposed Project would potentially cause disturbance to nearby residents, businesses, and current occupants of Hunters View, mitigation measures are incorporated to reduce construction noise and vibration impacts.

The most significant existing source of noise throughout most of San Francisco is traffic. Although there would be the doubling of traffic volumes on some road segments, which would increase the ambient noise levels, the noise level increases would not be significant because of the low existing ambient levels in the area. Based on the noise modeling, the noise levels in residential areas would not exceed 60 Community Noise Exposure Level (CNEL). Therefore, the

proposed Project would not cause a substantial increase in ambient noise levels that would result in a significant impact. With 2025 Cumulative Conditions, approximately 15 road segments analyzed in the Transportation Study would experience a more than doubling of traffic volumes. Based on traffic noise modeling, three segments of Third Street and one segment of Evans Avenue would experience traffic noise levels above 60 CNEL. Evans Avenue, just west of Third Street, would experience traffic noise levels of approximately 62 CNEL. This segment of Evans Avenue is in an industrial area and therefore, this increase would not be considered a significant impact on CNEL. Third Street, between 25th Street and Cargo Way, would experience traffic noise levels of approximately 62 CNEL. These traffic noise levels would largely result from cumulative traffic volumes. Third Street, a mixed-use commercial and residential corridor, currently has high traffic volumes and noise levels. All other road segments analyzed in the Transportation Study, are projected to have noise levels less than 60 CNEL, which the *General Plan* considers satisfactory for residential use. Therefore, the proposed Project's traffic noise impact would not contribute to significant cumulative noise impacts.

Noise levels from stationary equipment for the proposed Project could exceed 60 dBA at the property line depending on the size of the equipment to be installed, placement of the equipment, and level of shielding, mitigation is included to reduce potential impacts to a less-than-significant level.

BIOLOGICAL RESOURCES (P. 127)

A biological resources study concluded that there are no candidate, sensitive, or special-status plant or animal species that would use the existing ruderal habitat on the Project Site and/or serpentine grassland habitats on the PG&E site; no special-status plant species were observed on the Project Site. Demolition of existing Hunters View buildings, site preparation, grading, and new construction would not have a direct adverse effect on special-status plant species.

Serpentine bunchgrass (grassland) habitat is recognized by the California Department of Fish and Game as a Sensitive Natural Community type. Disturbance of such habitat would result in a significant impact. Although serpentine soils are present on the Project Site, no serpentine bunchgrass was observed on the Project Site itself; therefore, no impact would occur. If the Project Sponsor can obtain site control through an easement on PG&E property adjacent to the site, the Project may include a pedestrian walkway providing access to Innes Avenue and India Basin Shoreline Park. This proposed pedestrian route from the Project Site across the PG&E property, if implemented, would not have a direct adverse effect on special-status plant species. However, serpentine bunchgrass (grassland) habitat occurs on the PG&E site. Disturbance of

such habitat would result in a significant impact. The proposed Project would result in the temporary loss of a small amount of serpentine grassland on the PG&E site during the construction period, if the Project Sponsor develops the pedestrian walkway. Otherwise, the PG&E site would not be disturbed. However, the incorporation of appropriate mitigation measures, if the PG&E area were disturbed, would avoid significant adverse effects on serpentine grassland habitat.

The presence of mature eucalyptus trees *(Eucalyptus* sp.*)* on the Project Site could potentially provide nesting habitat for raptors (i.e., birds of prey) such as red-tailed hawk and American kestrel, among others. Bird species are protected by both state (California Department Fish and Game Code Sections 3503 and 3513) and federal (Migratory Bird Treaty Act of 1918) laws. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact and appropriate mitigation is incorporated.

The eucalyptus trees *(Eucalyptus* sp.*)* present on the Project Site could provide potentially suitable roosting habitat during migration for the monarch butterfly *(Danaus plexippus)*. Although there is a recorded California Natural Diversity Database (CNDDB) occurrence of this species north of the Project Site, it is unlikely that monarch butterflies would use the existing eucalyptus trees during migration. Therefore, there would be no impacts on migratory monarch butterfly populations associated with the removal of eucalyptus trees from on the Project Site.

The area surrounding the Project Site is highly urbanized; the implementation of proposed construction activities associated with the project would not interrupt any wildlife migratory corridors. Thus, there would be no impacts associated with the proposed Project interfering with the movement of native fish or wildlife species. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved habitat conservation plans that would conflict with the development of the proposed Project; therefore, there would be no impact.

San Francisco provides protection for trees in the city through implementation of its Urban Forestry Ordinance in Article 16 of the Public Works Code. "Significant trees" are defined as trees within 10 feet of a public right-of-way, and also meet one of the following size requirements: 20 feet or greater in height; 15 feet or greater in canopy width; or 12 inches or greater diameter of trunk measured at 4.5 feet above grade. Some trees on the Project Site meet the criterion of "Significant Tree"; any removal of these trees would require a permit as

provided in Article 16. Compliance with the Code would require replacement of all removed trees, and adherence to the Urban Forestry Ordinance would avoid the impact from the loss of significant trees.

There would be no cumulative adverse impacts with regard to biological resources.

OTHER IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT (P. 141)

Cultural Resources. The buildings on the Project Site were constructed in 1957, and given their age they are potentially eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. Carey & Co. conducted a historic resources evaluation and determined that Hunters View does meet any other criteria for listing on the National Register or the California Register; demolition of the existing Hunters View buildings would not have an adverse effect on historic resources.

Given the location of the Project Site near the San Francisco Bay, previously unidentified subsurface cultural resources dating from the historic period (approximately the last 200 years) could potentially be present on the Project Site and could be disturbed during grading and construction. Mitigation is included to avoid potentially significant impacts to undiscovered archaeological resources.

Population and Housing. The 650 to 800 new (383 to 533 additional) residential units would result in approximately 900 to 1,250 new residents at the Project Site. The proposed 6,400 gsf of commercial space would result in up to 25 employees. The retail uses may provide opportunities for residents to own, operate, and/or work at the retail shops. Additional employees would serve in management and maintenance of the residential buildings. In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in its Regional Housing Needs Determination (RHND) 1999–2006 allocation. The projected need of the City of San Francisco is about 2,716 net new dwelling units, annually. The proposed Project would meet approximately 14 to 20 percent of the annual need for dwelling units in the City. Given that the phasing of the Project would result in the on-site relocation of all of the residents, during the construction period, no displacement of people would occur and no impact would result. Since the Bayview Hunters Point Redevelopment Plan addressed the cumulative growth and found that the effects would not be significant, and the proposed Project would be consistent with the Redevelopment Plan, the cumulative impacts would be less than significant.

Shadow and Wind. Wind impacts are generally caused by large building masses extending substantially above neighboring buildings, and by buildings oriented such that a new large wall

catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed buildings would vary in height from approximately 20 to 65 feet tall to accommodate the site topography. The buildings would be oriented around 19 individual blocks with roads, sidewalks, setbacks, landscaping and parking areas to break up long expanses of exterior walls. Since the site is at a different elevation than the surrounding neighborhood, the height and orientation of the proposed buildings that would be less than 100 feet tall would also have a limited effect on ground-level winds in nearby area. Accordingly, the proposed Project would not have a significant adverse impact on wind conditions.

A shadow fan analysis was conducted that determined that proposed Project's shadows would not reach any of the public parks and open spaces under the jurisdiction of the Recreation and Park Commission properties. Therefore, the proposed Project would not shade public areas subject to Section 295 of the *Planning Code*. On the Project Site, the new buildings would shade adjacent portions of streets and sidewalks, but would not increase shading in the neighborhood above levels common in a residential development of this density. While additional shading or loss of sunlight would be an adverse change for affected neighbors, it would not constitute a significant effect. Therefore, the proposed Project would not result in a significant shadow impact.

The proposed Project, as discussed above, would not substantially impact shadow or wind levels at or near the Project Site, therefore, a cumulative impact would not occur.

Recreation and Public Space. The open space and park areas in the vicinity of the Project Site include India Basin Shoreline Park, Bayview Park, Youngblood-Coleman Park, Hilltop Park many smaller neighborhood pocket parks, and the Candlestick Point State Recreation Area. The population accommodated by the Project's up to 800 units would increase the demand for park and recreation facilities. However, the project's contribution to this need would not be considered a substantial addition to the existing demand for the available public recreation facilities in the area, given that the area is well served by parks and open space.

Utilities and Service Systems. Water service to the Site is provided through the City of San Francisco Public Utilities Commission (SFPUC). Because the Project would be within expected growth projections for the City, less-than-significant water supply and wastewater treatment impacts are anticipated. Thus, the proposed Project would not require new or expanded water and wastewater facilities. Stormwater at the Project Site enters the combined sewer and wastewater system, as described above. The proposed Project would create new infrastructure for capturing stormwater runoff at the Site, such as gutters and drains, as well as landscaping

elements, such as planted areas. The Project might alter the flow of stormwater from the Site due to net changes in impervious surfaces. The stormwater infrastructure and any changes in impermeable surfaces would be designed to minimize flooding effects from runoff during storms. Thus, the proposed Project's creation of new stormwater drainage infrastructure would have a less-than-significant impact on the environment.

Solid waste generated by the proposed Project would be collected by Sunset Scavenger Company and hauled to Norcal transfer station near Candlestick Point. Non–recyclables would be disposed at Altamont Landfill, where adequate capacity exists to serve the needs of San Francisco, including the proposed Project for the next 20 years. Both Sunset Scavenger Company and the Altamont landfill are required to comply with all federal, state and local regulations relating to solid waste, therefore, no impact would occur.

Public Services. The Project Site is served by the San Francisco Fire Department (SFFD), the San Francisco Police Department (SFPD) Golden Gate Division, and the San Francisco Unified School District (SFUSD). The SFUSD Facilities Master Plan and the District representative indicated the District has excess capacity at existing school facilities. Both the SFFD and the SFPD would be able to serve the proposed Project.

The addition of residents from the proposed Project would increase the demand for other parks and community facilities. However, the proposed Project would include community facilities to serve residents; therefore, community facilities would not be significantly affected by the proposed Project.

Public service providers accommodate growth within their service areas by responding to forecasted population growth and land use changes. The proposed Project would not exceed growth and as such, would be accommodated in the projected cumulative demand for services.

Geology, Soils and Seismicity. A geotechnical report was prepared for the Project Sponsor by Professional Services Industries, Inc. The report identified subsurface soils conditions and recommended foundation designs. The Project Site is in a seismically active region like the rest of the San Francisco Bay Area. However, no particular geological risks are identified in relation to the Project Site and adherence to the *Building Code* would ensure the maximum practicable protection available from soil failures of all types, and the Project would not have significant adverse effects in relation to soil and geotechnical conditions.

Hydrology and Water Quality. The proposed Project would comply with the NPDES permitting requirements that would reduce its overall impact to water quality and water

discharge to a less-than-significant level. During the geotechnical investigation groundwater was not discovered at the site. Any groundwater encountered during construction of the proposed Project would be subject to requirements of the City's Industrial Waste Ordinance requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The City's combined sewer and wastewater system collects and transports both sewage and stormwater runoff through the same set of pipes. Sewage flows from the Project Site are transported to the Southeast Water Pollution Control Plant. Some level of pollution runoff is endemic to all urban development. During construction and operation, the proposed Project would be required to comply with all applicable water quality and wastewater discharge requirements. At a minimum, the City requires that the Project Sponsor develop and implement an erosion and sediment control plan to reduce the impact of runoff from the construction site. Compliance with City regulations would reduce construction-related impacts to a less-than-significant level.

The Project Site is not located in an area subject to seiche, tsunami, mudflow, mudslides, inundation by levee or dam, or within a 100-year flood hazard zone; therefore no impact would occur.

Hazards and Hazardous Materials. Due to age of the buildings on the Project Site, several types of Hazardous Building Materials exist in the buildings proposed for demolition; including, asbestos (ACMs), polychlorinated biphenyls (PCBs), lead-based paint and mercury. Release of these materials during building demolition would constitute a significant impact and appropriate Mitigation Measures are included. In addition, disruption of naturally occurring, lead-contaminated soils are known to occur on the site, therefore, mitigation measures to identify and remediate these soils are included. Serpentinite is known to be present in the bedrock that would be excavated and commonly contains naturally occurring chrysotile asbestos, a fibrous mineral that can be hazardous to human health if it becomes airborne. In the absence of proper controls, the asbestos could become airborne during excavation and the handling of excavated materials. On-site workers and the public could be exposed to the airborne asbestos unless appropriate control measures are implemented. However, the construction contractors would be required to comply with the asbestos Airborne Toxic Control Measure (ATCM) to prevent airborne (fugitive) dust containing asbestos from migrating beyond property boundaries during excavation and handling of excavated materials, as well as to protect the workers themselves. The ATCM protects public health and the environment by requiring the use of best available dust mitigation measures to prevent off-site migration of asbestos-containing dust from construction and grading operations. The Bay Area Air Quality Management District (BAAQMD) implements the regulation. Assuming compliance with the

asbestos ATCM, potential impacts related to exposure to naturally occurring asbestos in soils and rock during construction would be less than significant.

Mineral and Energy Resources. All land in San Francisco, including the Project Site, is not a designated area of significant mineral deposits. No part of the operation of this Project would result in excessive or wasteful consumption of fuel, water or energy resources.

Agricultural Resources. The Project Site is located in the City of San Francisco, an urban area, and therefore not agricultural in nature. The proposed Project would not convert farmland to a non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, nor cause other changes that would lead to the conversion of Farmlands of Statewide Importance to nonagricultural use.

C. MITIGATION AND IMPROVEMENT MEASURES (P. 183)

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed Project. Mitigation measures identified in this EIR would be required by decision makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. Improvement measures are suggested to reduce adverse environmental effects not otherwise identified as significant environmental impacts. Implementation of some measures may be the responsibility of public agencies. Mitigation measures and improvement measures would be made applicable to the project as part of specific project review.

Each mitigation and improvement measure is discussed, below.

TRANSPORTATION AND CIRCULATION (P. 183)

Mitigation Measure D.1: Third Street/Evans Avenue

Baseline Plus Project Conditions

The signalized Third Street/Evans Avenue intersection would degrade from LOS D (average delay of 35.7 seconds per vehicle) to LOS E (average delay of 60.9 seconds per vehicle) with the addition of the project-generated traffic to baseline conditions. The intersection is actuated by video detection equipment and accommodates pedestrians, bicycles, vehicles, and the T-Third Street MUNI line. The T-Third Street MUNI line occupies the center median and makes several trips during the PM peak period. The northbound and southbound through movements are coordinated. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period. The most significant traffic volume increase would occur at the

southbound left turn movement (83 vehicles per hour) which is already projected to operate at LOS F during the PM peak hour in the Baseline Conditions.

The project impacts at the Third Street/Evans Avenue intersection could be mitigated by adjusting the maximum allowable southbound left turn green time. In the Baseline plus Project Conditions, the southbound left turn movement is projected to have an allotted green time of 11 seconds per 100-second cycle (LOS F) and the opposing northbound through movement is projected to have an allotted green time of 37 seconds per 100-second cycle (LOS B). To mitigate the impact caused by the proposed Project, the southbound left turn green time could be increased to 16 seconds per 100-second cycle and the opposing northbound through movement green time could be decreased to 32 seconds per 100-second cycle.

With the signal timing modification, the intersection is expected to operate at LOS D with an average delay of 37.1 seconds per vehicle. It should also be noted that the implementation of the proposed mitigation measure would be dependent upon an assessment of transit and traffic coordination along Third Street and Evans Avenue to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

While the mitigation measure described above would reduce the significant Project impacts, further analysis is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable adverse impact at this intersection.

Mitigation Measure D-2: Third Street/25th Street

2025 Cumulative plus Project Conditions

The signalized Third Street/25th Street intersection would degrade from LOS B (average delay of 18.9 seconds per vehicle) to LOS E (average delay of 76.6 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach to the intersection to access the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 280 vehicles per hour to the intersection during the PM peak period – a contribution of 9.9 percent to the overall growth.

A substantial amount of the delay at the Third Street/25th Street intersection would be caused by the permitted eastbound and westbound through- and right-turn movements. 25th Street would have one all-movement lane in each direction. To the west of the intersection, 25th Street is approximately 40 feet wide and accommodates on-street parking. To the east of the intersection, 25th Street is approximately 30 feet wide and does not accommodate on-street parking. With the removal of the on-street parking to the west of the Third Street/25th Street intersection, the eastbound approach would have sufficient width to accommodate a through-left lane and an exclusive right turn lane. The eastbound right turn lane could include an overlap phase to coincide with the northbound left-turn phase, with U-turns from northbound Third Street prohibited. With this modification, the intersection steady demand green time splits could be recalculated, while maintaining a 100-second cycle length. The green time allotted to the T-Third trains and intersection offset would not be modified with the implementation of this mitigation measure. With the re-striping of the eastbound approach, the removal of on-street parking, addition of an eastbound right-turn overlap phase, and recalculation of the signal timing steady demand green time splits, the Third Street/25th Street intersection would operate at LOS D with an average delay of 35.9 seconds per vehicle.

While mitigation has been identified to reduce impacts, further analysis of some of the measures is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

Mitigation Measure D-3: Third Street/Cesar Chavez Street

2025 Cumulative plus Project Conditions

The signalized Third Street/Cesar Chavez Street intersection would degrade from LOS C (average delay of 32.0 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be fully actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach of the intersection to the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 343 vehicles per hour to the intersection during the PM peak period – a contribution of 11.3 percent to the overall growth.

A substantial amount of the delay at the Third Street/Cesar Chavez Street intersection would be caused by the permitted eastbound and westbound through- and right-turn movements. The westbound Cesar Chavez approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The eastbound Cesar Chavez approach would consist of two left-turn lanes, one through lane, and one exclusive right turn lane in the 2025 Cumulative Conditions. All intersection approaches would be geometrically constrained by existing structures and the T-Third Street light rail line in the center median. Cycle length at this intersection would be constrained because the signal would be part of the Third Street signal system with a maximum100-second cycle length to allow priority for the Third Street light rail operations.

Given the exclusive eastbound right-turn lane and the northbound left-turn phase, the eastbound right-turn lane could include an overlap phase to coincide with the northbound left-turn phase. With the addition of an eastbound right-turn overlap phase, the Third Street/Cesar Chavez intersection would continue to operate at LOS F with an average delay greater than 80.0 seconds per vehicle.

Changes in signal timing and phasing would not mitigate intersection conditions. To mitigate the intersection to an acceptable level of service, major modifications to the intersection geometry would be required. Due to the constraints on Third Street and Cesar Chavez Street, including existing structures that would have to be acquired, such intersection modifications are not considered feasible. The Project's contribution to 2025 Cumulative Conditions at the Third Street/Cesar Chavez Street intersection would be a significant and unavoidable impact.

Mitigation Measure D-4: Illinois Street/Cargo Way/Amador Street

2025 Cumulative plus Project Conditions

The signalized Illinois Street/Cargo Way/Amador Street intersection would degrade from LOS C (average delay of 26.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, vehicles, and a significant amount of heavy truck traffic. Additionally, Union Pacific Railroad tracks will pass through the intersection and the two-lane Illinois Street Bridge to provide rail freight access for local industrial uses. Rail traffic is not expected to use these tracks during the PM peak-period. The proposed Project would add 332 vehicles per hour to the intersection during the PM peak period – a contribution of 18.9 percent to the overall growth.

A substantial amount of the delay at the Illinois Street/Cargo Way/Amador Street intersection would be caused by the protected southbound left- and westbound right-turn movements. The southbound Illinois Street approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The westbound Cargo Way approach would consist of one through lane and one through-right-turn lane in the 2025 Cumulative Conditions. All intersection approaches are geometrically constrained by existing structures and the two-lane Illinois Street Bridge. Cycle length at this intersection would be constrained because the signal would be part of the Third Street signal system with a maximum100-second cycle length to allow priority for the Third Street light rail operations.

The westbound through and right-turn traffic volumes are expected to be similar in the 2025 Cumulative Conditions. Therefore, the westbound approach lanes could be divided into two independent movements – one through lane and one exclusive right-turn lane. Given the exclusive westbound right-turn lane and the southbound left-turn phase, the westbound right-turn lane could include an overlap phase to coincide with the southbound left-turn phase.

With the westbound approach lane reconfiguration, the Illinois Street / Cargo Way / Amador Street intersection would operate at LOS E with an average delay of 56.0 seconds per vehicle in 2025 Cumulative Conditions. To mitigate the intersection to an acceptable level of service, major modifications to the network geometry would be required. Due to the physical constraints at the intersection, particularly on the Illinois Street Bridge, geometric modifications would be infeasible, and the cumulative effects would be significant and unavoidable. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-5: Third Street/Evans Avenue

2025 Cumulative Conditions

The signalized Third Street/Evans Avenue intersection would degrade from LOS E (average delay of 60.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period – a contribution of 9.8 percent to the overall growth.

Substantial delays are expected at all intersection movements; specifically, the southbound left-turn movement and the conflicting northbound through movement. All intersection approaches would be constrained by existing structures and the T-Third Street light rail line in the center median.

Based on the heavy traffic volumes and site constraints, signal phasing and signal timing changes would not improve the Third Street/Evans Avenue operations to acceptable levels. The intersection would continue to operate at LOS F. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-6: Middle Point Road/Evans Avenue

2025 Cumulative Conditions

The all-way stop-controlled Middle Point Road/Evans Avenue intersection would degrade from LOS A (average delay of 8.4 seconds per vehicle) to LOS F (average delay of more than 50.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, and vehicles. The proposed Project would add 580 vehicles per hour to the intersection during the PM peak period – a contribution of 22.3 percent to the overall growth.

A substantial amount of the delay at the Middle Point Road/Evans Avenue intersection would be caused by the southbound and westbound approaches. The southbound Middle Point Road/Jennings Street approach would have one all-movement lane. The westbound Evans Avenue approach would have one left-turn lane, one through lane, and one through-right-turn lane.

The expected traffic volumes at the all-way stop-controlled Middle Point Road/Evans Avenue intersection, would meet signal warrants and signalization would be required. With the existing geometry, the intersection would continue to operate at an unacceptable level (LOS F), even with signalization.

Removal of the on-street parking on Middle Point/Jennings to the north of the Middle Point Road/Evans Avenue intersection, would allow the southbound approach to provide an exclusive left-turn lane and a shared left-through-right lane.

With the installation of an actuated-uncoordinated traffic signal, southbound and westbound approach lane reconfiguration, and removal of on-street parking, the Middle Point Road/Evans Avenue intersection would operate at LOS D, with an average delay of 53.1 seconds per

vehicle.[1] Implementation of the proposed mitigation measure would be dependent upon an assessment of traffic coordination along Evans Avenue to ensure that the changes would not substantially affect signal progressions, pedestrian conditions requirements, and programming limitations of signals.

While mitigation has been identified to reduce impacts, further analysis is required to determine its feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

Improvement Measure D.1: Construction Traffic

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the proposed Project.

AIR QUALITY (P. 189)

Mitigation Measure E-1.A: Construction Dust Control

Construction activities would generate airborne dust that could temporarily adversely affect the surrounding area. The principal pollutant of concern would be PM_{10}. Because construction-related PM_{10} emissions primarily affect the area surrounding a project site, the BAAQMD recommends that all dust control measures that the BAAQMD considers feasible, depending on the size of the project, be implemented to reduce the localized impact to the maximum extent. To reduce particulate matter emissions during project excavation and construction phases, the Project Sponsor shall comply with the dust control strategies developed by the BAAQMD. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Cover all truck hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard;

[1] For a signalized intersection, a 53.1 second delay would result in an acceptable LOS D.

- Water all exposed or disturbed soil surfaces in active construction areas at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Install wind breaks at the windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and
- To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.

Mitigation Measure E-1.B: Construction Equipment Emissions

Reduce emissions from heavy-duty diesel-powered equipment. The Project Sponsor shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site during project excavation and construction phases. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications;
- Use late model heavy-duty diesel-powered equipment at the project site to the extent that it is readily available in the San Francisco Bay Area;

- Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area;
- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site);
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area;
- Limit truck and equipment idling time to five minutes or less;
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

Mitigation Measure E-2: Naturally Occurring Asbestos Control

The Project Site is known to have serpentine rock that contains naturally occurring asbestos, disturbance to which could result in potentially significant impacts to air quality. The Project Sponsor will be responsible for compliance with Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operation as enforced by CARB. These measures require that areas greater than one acre that have any portion of the area to be disturbed located in a geographic ultramafic rock unit or has naturally occurring asbestos, serpentine, or ultramafic rock as determined by the sponsor or an Air Pollution Control Officer shall not engage in any construction or grading operation on property where the area to be disturbed is greater than one acre unless an Asbestos Dust Mitigation Plan for the operation has been:

- Submitted to and approved by the district before the start of any construction or grading activity; and
- The provisions of that dust mitigation plan are implemented at the beginning and maintained throughout the duration of the construction or grading activity.

Compliance with these dust control measures would reduce air quality impacts to a less-than-significant level.

NOISE (P. 191)

Mitigation Measure F-1: Construction Noise

To the extent feasible, the Project Sponsor shall limit construction activity to the hours of 7:00 a.m. to 6:00 p.m. on weekdays, and 7:00 a.m. to 5:00 p.m. on Saturdays and Sundays. If nighttime construction is required, the Project Sponsor shall apply for, and abide by the terms

of, a permit from the San Francisco Department of Public Works. The Project Sponsor shall require contractors to comply with the City Noise Ordinance.

Construction contractors shall implement appropriate additional noise reduction measures that include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, where possible, shutting off idling equipment, and notifying adjacent residences and businesses in advance of construction work. In addition, the Project Sponsor shall require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints.

Mitigation Measure F-2: Construction Vibration

The Project Sponsor shall provide notification to the closest receptors, at least ten days in advance, of construction activities that could cause vibration levels above the threshold.

The Project Sponsor shall require construction contractors to conduct demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period.

The Project Sponsor shall require construction contractors to, where possible, and financially feasible, select demolition methods to minimize vibration (e.g., sawing masonry into sections rather than demolishing it by pavement breakers)

The Project Sponsor shall require construction contractors to operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible.

The construction contractor shall implement methods to reduce vibration, including, but not limited to, sound attenuation barriers, cutoff trenches and the use of smaller hammers.

Mitigation Measure F-3: Mechanical Equipment

The proposed Project is zoned as Residential-1 zone, which is prohibited by *San Francisco Police Code Section 2909*, to have a fixed source noise that exceeds 50 dBA, at the property line, between 10:00 p.m. and 7:00 a.m. The proposed Project's mechanical equipment could exceed 50 dBA at the property line. The Project sponsor shall provide shielding to minimize noise from stationary mechanical equipment, including ventilation units, such that noise levels from the equipment at the nearest property line would be below 50 dBA.

The incorporation of Mitigation Measures F-1, F-2 and F-3 would reduce construction and operational noise and vibration impacts to less than significant levels.

BIOLOGICAL RESOURCES (P. 192)

Mitigation Measure G-1: Bird Nest Pre-Construction Survey

Given that the presence of mature eucalyptus trees *(Eucalyptus* sp.*)* on the Project Site could potentially provide nesting habitat for raptors (i.e., birds of prey) such as red-tailed hawk and American kestrel, among others, tree removal associated with the proposed Project could result in "take" caused by the direct mortality of adult or young birds, nest destruction, or disturbance of nesting native bird species (including migratory birds and other special-status species) resulting in nest abandonment and/or the loss of reproductive effort. Bird species are protected by both state (CDFG Code Sections 3503 and 3513) and federal (Migratory Bird Treaty Act of 1918) laws. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact.

The Project Sponsor shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the City of San Francisco and CDFG.

- If phased construction procedures are planned for the proposed Project, the results of the above survey shall be valid only for the season when it is conducted.
- A report shall be submitted to the City of San Francisco, following the completion of the bird nesting survey that includes, at a minimum, the following information:
  - A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
  - A map showing the location(s) of any bird nests observed on the Project Site.

If the above survey does not identify any nesting bird species on the project site, no further mitigation would be required. However, should any active bird nests be located on the Project Site, the following mitigation measure shall be implemented.

Mitigation Measure G-2: Bird Nest Buffer Zone

The Project Sponsor, in consultation with the City and County of San Francisco and California Department of Fish and Game (CDFG), shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist, determined by the Environmental Review Officer, shall monitor the active

nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.

Implementation of Mitigation Measures G-1 and G-2 will avoid significant adverse effects on bird species.

Mitigation Measure G-3: Serpentine Grassland Pre-Construction Measures on the PG&E Property

Remaining examples of serpentine grassland are extremely rare in the Bay Area; each remnant lost contributes to the overall decline of biodiversity within the region. Many of the native plant species associated with serpentine grasslands are endemic (i.e., locally restricted) to this habitat type. If the Project Sponsor can obtain site control for an easement on the PG&E property, construction of the proposed pedestrian walkway from the Hunters View site could impact remnants of serpentine grassland on the PG&E site. Any loss of serpentine grassland could represent a potentially adverse impact to this community type.

Due to the presence of steep slopes, all construction activities associated with the pedestrian route on the PG&E property, if it is developed, shall occur during the dry season (typically from the end of May to mid-October) to limit the likelihood of soil erosion and to minimize the need to install erosion-control barriers (e.g., silt fencing, wattles) that may impact existing serpentine bunchgrass remnants from their placement along slope contours.

Prior to the initiation of any construction activities on the PG&E property, the Project Sponsor shall prepare a detailed plan showing proposed construction-related activities on the PG&E site. A qualified botanist familiar with serpentine bunchgrass communities shall conduct a pre-construction survey of the PG&E property, during the portion of the growing season when most native vascular plant species previously documented as occurring on the site are evident and readily identifiable. Any areas containing remnants of serpentine bunchgrass habitat outside the proposed footprint for the walkway (including access routes), but within 20 feet of these areas shall be clearly delineated by appropriate avoidance markers (e.g., orange construction fencing, brightly colored flagging tape on lath stakes). An appropriate access route to and from the walkway area shall be developed, utilizing existing service roads and/or concrete building pads to avoid remnants of serpentine bunchgrass. Staging areas for this construction shall be limited to areas where remnants of serpentine bunchgrass do not occur.

The Project Sponsor shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) and City inspectors before construction activities begin. The WEAP shall include a brief review of the serpentine bunchgrass resource that occurs on the PG&E site. The program shall also cover all mitigation measures, and proposed Project plans, such as BMPs and any other required plans. During WEAP training, construction personnel shall be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. The designated biological monitor shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period.

Mitigation Measure G-4: Serpentine Habitat Avoidance on the PG&E Property

Best Management Practices (BMPs) shall be employed during all construction activities on the PG&E site (e.g., all fueling of equipment within designated areas, containment of hazardous materials in the advent of accidental spills).

Mitigation Measure G-5: Serpentine Habitat Post-Construction Clean-Up on the PG&E Property

After construction is complete, all trash shall be removed from within the PG&E site.

Mitigation Measure G-6: Serpentine Habitat Replanting on the PG&E Property

After construction is complete, all areas of identified serpentine bunchgrass habitat on the PG&E property impacted by construction activities shall be restored to a level equal to, or exceeding the quality of habitat that existed before impacts to these habitats occurred. Mitigation shall be achieved by implementation of the following planting plan:

- Installation of transplants and/or planting of locally-collected seeds from native plant species associated with serpentine grassland habitats into areas impacted by the proposed Project. The frequency, density, and distribution of native species used within the mitigation plantings shall be determined through consultation with appropriate resource agencies, organizations, and practitioners. Installation shall be supervised by a qualified horticulturalist or botanist. Measures to reduce transplant mortality may include, but are not limited to the following:
- Placement of cages, temporary fences, or other structures to reduce small mammal access, until transplants are sufficiently established;
- Any weeding around transplants to reduce competition from non-native species shall be done manually;

- Placement of a temporary irrigation system or periodic watering by mobile equipment sources for the first two years until transplants are sufficiently established.

General success of the mitigation plantings shall be measured by the following criteria:

Periodically assess the overall health and vigor of transplants during the growing season for the first three years; no further success criteria is required if transplants within the mitigation plantings have maintained a 70 percent or greater success rate by the end of the third year. If transplant success rate is below 70 percent by the end of the third year, a contingency plan to replace transplants due to mortality loss (e.g., foraging by small mammals, desiccation) shall be implemented.

Implementation of Mitigation Measures BIO.3 through BIO.6 will avoid significant adverse effects on serpentine grassland habitat.

Mitigation Measure G-7: Significant trees

The Project will comply with Article 16 of the Public Works Code for protection for significant trees. "Significant trees" are defined as trees within 10 feet of a public right-of-way, and also meet one of the following size requirements:

- 20 feet or greater in height;
- 15 feet or greater in canopy width; or
- 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Street trees are also protected by the City's Urban Forestry Ordinance and both require a permit for removal. Some tree species within the Project Site meet the criterion of "Significant Tree" status; before construction occurs within any portions of the Project Site that could contain "Significant Trees," a tree survey shall be performed by a qualified arborist, and a map shall be prepared showing the genus and species, location, and drip line of all trees greater than 36 inches in diameter at breast height (DBH) or greater that are proposed to be altered, removed, or relocated. Any removal of these trees associated with the proposed Project will require a permit review, and replacement of affected "significant" trees as specified in the ordinance. Adherence to the ordinance will avoid the potential impact on the loss of significant trees.

Improvement Measure G-1: Native Species Replanting

Once construction activities are completed a long-term program could be implemented to enhance and restore the existing serpentine bunchgrass habitat on the PG&E site and/or create "native habitat" areas on the Project Site. This Improvement Measure would create "native

habitat" areas on some portions of the Project Site that are planned for landscaping or open space as part of the Project. Implementation of this Improvement Measure on the PG&E property would be the responsibility of PG&E.

- Seeds of locally-collected native species could be collected from valid reference sites within the surrounding area. From these seeds, transplants could be raised by local gardening clubs, science classes from local public schools, etc. Installation would be supervised by a qualified horticulturalist and/or botanist.
- On-going community programs undertaken by local citizen groups to remove trash and rehabilitate degraded portions of the PG&E site to expand higher-quality serpentine grassland habitat could be conducted.
- Management of invasive, non-native herbaceous and woody species would include reseeding of native plants and manual removal (e.g., by hand, loppers, chainsaws), and possibly some selective chemical applications to control highly competitive exotic species. Invasive, non-native tree species such as eucalyptus[2] could be systematically removed after any pre-construction nesting surveys for bird species have been conducted.
- A long-term monitoring program could be implemented by enlisting the support from science educators from local public schools and community colleges. Permanent transects could be established to document the changes in floristic composition in terms of the frequency, density, and distribution of native plant species throughout the PG&E site.

The incorporation of Mitigation Measures G-1, G-2 and G-7 would reduce impacts to biological resources that could result from the proposed Project to a less-than-significant level. If the Project Sponsor obtains control over a small portion of the PG&E site via easement or other agreement with PG&E, and chooses to pursue the construction of a pedestrian walkway across that site, the incorporation of Mitigation Measures G-3, G-4, G-5, and G-6 would reduce impacts from construction on the PG&E site to a less-than-significant level. In addition to Mitigation Measures G-3–G-6, Improvement Measure G-1 could also be incorporated to further enhance habitat on the PG&E site, and/or create "native habitat" on the Project Site if the Project Sponsor so chooses.

[2] Blue gum (*Eucalyptus globulus*) and red gum (*Eucalyptus camaldulensis*) are both recognized by the California Invasive Plant Council (Cal-IPC) as invasive pest plant species in the state of California. Eucalyptus trees produce several volatile and water-soluble toxins in their tissues (including leaf and bark litter) that are allelopathic (i.e., they release chemicals in the soil that inhibits the growth and/or establishment of surrounding vegetation, including native herbaceous plant species). Although eucalyptus trees benefit from this form of "chemical warfare," the herbaceous groundlayer is often depauperate and provides extremely limited habitat opportunities for local wildlife populations.

OTHER IMPACTS DETERMINED TO BE LESS-THAN-SIGNIFICANT (P. 197)

Mitigation Measure H-1: Archaeological Resources

Based on the reasonable potential that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed Project on buried or submerged historical resources. The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall undertake an archaeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archaeological monitoring program (AMP). The archaeological monitoring program shall minimally include the following provisions:

- The archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archaeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archaeological consultant determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed Project, at the discretion of the Project Sponsor either:

- The proposed Project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or
- An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

  If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The project archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures*. Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- *Human Remains, Associated or Unassociated Funerary Objects*. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, Project Sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.
- *Final Archaeological Resources Report*. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Compliance with this mitigation measure would reduce impacts to undiscovered cultural resources to a less-than-significant level.

Mitigation Measure H-2: Hazardous Building Materials Survey

Given the age of the buildings to be demolished it is likely that Hazardous Building Materials are present. Improper disposal of these materials could result in a potentially significant impact to the environment.

Therefore, prior to demolition of existing buildings, light fixtures and electrical components that contain PCBs or mercury should be identified, removed and disposed of in accordance with the Department of Toxic Substances Controls "universal waste" procedures. Compliance with these procedures would reduce impacts to a less-than-significant level.

Mitigation Measure H-3: Contaminated Soil Identification

Lead contaminated soil was identified in several locations on the Project Site. The improper handling or disposal of lead contaminated soil would constitute a significant impact.

Therefore, prior to issuance of a grading permit a Phase II analysis should be conducted on the Project Site. The Phase II shall include comprehensive soil sampling and laboratory analysis with the goal of identifying lead, chromium and contaminated soils. The scope of this Phase II analysis should be developed in cooperation with the San Francisco Department of Public Health.

If the results of this Phase II analysis indicate that contaminated soils is, in fact present on the site, Mitigation Measure H-4, below, shall also be incorporated.

Mitigation Measure H-4: Contaminated Soil Disposal

Based on the findings of the Phase II analysis conducted under Mitigation Measure H-3, a soil remediation and disposal plan shall be developed that includes a plan for on-site reuse or disposal of contaminated soils. In the event that soils are contaminated beyond DTSC thresholds, load-and-go procedures should be identified as well as the Class I landfill for disposal.

Incorporation of Mitigation Measures H-3 and H-4 would reduce impacts that result from handling and disposal of contaminated soils to a less-than-significant level.

D. ALTERNATIVES TO THE PROPOSED PROJECT (P. 205)

ALTERNATIVE A: NO PROJECT

The No Project Alternative would entail no physical land use changes at the project site. The existing 267-unit Hunters View public housing would remain in its current configuration and overall condition. As discussed in Chapter II, Project Description, the Hunters View buildings, due to both their poor initial construction and deferred maintenance, resulting from inadequate funding, are considered to have deteriorated beyond repair. The San Francisco Housing Authority (SFHA) has applied for U.S. Department of Housing and Urban Development (HUD) HOPE VI assistance three times without success (due, among other reasons, the reduction/proposed elimination of the HOPE VI program). No funding sources appear available that would allow the existing Hunters View buildings to be feasibly improved in place.

IMPACTS

If the No Project Alternative were implemented, none of the impacts or benefits associated with the proposed Project would occur. The existing 267-unit Hunters View public housing would remain in its current deteriorated condition. Vacancies at the site would likely continue to increase. The environmental characteristics of this alternative would generally be as described in the environmental setting sections of Chapter III. Land uses, urban design, visual quality, circulation, parking, and other physical characteristics of the site and vicinity would not immediately change, except as a result of nearby development, as a result of market forces and implementation of the *Bayview Hunters Point Redevelopment Plan,* discussed in Section III.A, Plans and Polices, p. 54. This alternative would be inconsistent with goals of the *Bayview Hunters Point Redevelopment Plan*, which include "encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point," and other Plan goals to improve the street pattern and connect neighborhoods to open space.

The No Project Alternative would not increase residential and retail uses at the site, and would not generate additional vehicle trips that would contribute to significant unavoidable adverse impacts for Baseline plus Project Conditions at Third Street/Evans Avenue and 2025 Cumulative Conditions on Levels of Service at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections. Those effects would still occur.

ALTERNATIVE B: REDUCED-PROJECT ALTERNATIVE

The Reduced-Project Alternative is intended to avoid the proposed Project's contribution to unavoidable significant adverse impacts for 2025 Cumulative Conditions on Levels of Service at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections. The Reduced-Project alternative, with same retail and community uses as the proposed Project, would have a total of 260 residential units, compared to up to 800 units with the Project. The 260 units would provide one-for-one replacement of the public housing units affordable to very low income residents. There are currently 267 units at Hunters View, of which about 167 are currently occupied. With this alternative, the Project Site could be developed in a manner similar to the proposed Project, with a new street and block pattern, but with lower overall density compared to the proposed Project essentially replacing one-for-one, the existing occupied and unoccupied units. New buildings would be developed consistent with the existing 40-X Height and Bulk District, and the alternative would not require a zoning change to establish a 65-foot height limit, as with the proposed Project.

IMPACTS

The Reduced-Project Alternative would be generally consistent with the *Bayview Hunters Point Redevelopment Plan*, but would not respond fully to the goals to "encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point," because of the limited increase in affordable and market-rate housing at the site.

This alternative would have other characteristics similar to those of the proposed Project, and its potential environmental effects—except as noted below—would be similar to those described for the proposed Project in Chapter III, Environmental Setting and Impacts. Mitigation and improvement measures described in Chapter IV would also apply to this alternative. Differences between this alternative and the proposed Project with respect to transportation impacts are discussed below.

As discussed in Section III.D, Transportation, 2025 Cumulative Conditions at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections would result in Levels of Service (LOS) E or LOS F. The transportation analysis found that potential mitigation measures to improve the LOS to acceptable levels (LOS D or better) at those five intersections would either not be feasible or would require further assessment of feasibility. Thus, the Project

would either not be feasible or would require further assessment of feasibility. Thus, the Project contribution to unavoidable cumulative impacts would be a significant effect. The 260-unit Reduced-Project Alternative would generate fewer peak-hour vehicle trips than the proposed Project, and contribute about five percent to the growth in 2025 at the Middle Point Road/Evans Avenue. This would avoid a significant contribution to the LOS F condition at that intersection, and to significant contributions at the other four affected intersections. However, other cumulative traffic growth would still result in LOS E or F at those five intersections.

This alternative would limit the ability of the Project Sponsor to meet many of the Project objectives: to develop up to 800 units of mixed-income housing; to provide unit types to best meet the needs of the current and future residents; to continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units; to create affordable and market rate home ownership opportunities; and to use the sales proceeds from the market-rate home ownership component to help finance the construction of the public housing units.

ALTERNATIVE C: NO-REZONING ALTERNATIVE

The No-Rezoning Alternative would have the same uses as the Project, but would not propose a Zoning Map Amendment to rezone the Project Site from 40-X To 65-X. The alternative, with the same retail and community uses as the proposed Project, would have a total of about 670 residential units, compared to up to 800 units with the proposed Project. The 670 units would provide one-for-one replacement of the public housing units affordable to very low income residents, and about 400 additional units, which would be a mix of affordable and market-rate units. With this alternative, the Project Site could be developed in a manner similar to the proposed Project, with a new street and block pattern, but with lower overall density and building design compared to the proposed Project. New buildings would be developed consistent with the existing 40-X Height and Bulk District.

IMPACTS

The No-Rezoning Alternative would be generally consistent with the *Bayview Hunters Point Redevelopment Plan*, but would not respond fully to the goals to "encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point," because of the more limited increase in affordable and market-rate housing at the site.

This alternative would have other characteristics similar to those of the proposed Project, and its potential environmental effects would be similar to those described for the proposed Project in Chapter III, Environmental Setting and Impacts. Urban design and visual quality effects of this alternative would differ from those with the Project, as there would be no buildings greater than 40 feet in height. However, as the Project would not have significant adverse visual quality effects, the No-Rezoning Alternative would not change that conclusion. Mitigation and improvement measures described in Chapter IV would also apply to this alternative.

This alternative would generate fewer peak-hour vehicle trips than the Project, but would still contribute more than five percent to traffic growth at the five noted intersections, and would be considered to contribute to significant unavoidable cumulative traffic impacts.

This alternative would limit the ability of the Project Sponsor to meet many of the Project objectives: to develop up to 800 units of mixed-income housing; to provide unit types to best meet the needs of the current and future residents; to continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units; and to use the sales proceeds from the market-rate home ownership component to help finance the construction of the public housing units.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section III, Environmental Setting and Impacts determined that impacts in the following issue areas would be less than significant or less than significant with mitigation: aesthetics, cultural resources, noise, air quality, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards/hazardous materials, mineral/energy resources, and agricultural resources. The proposed Project would contribute to significant unavoidable adverse impacts for Baseline plus Project Conditions at Third Street/Evans Avenue and 2025 Cumulative Conditions on Levels of Service at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections. The Reduced-Project Alternative, discussed above, would not have a significant contribution to the 2025 Cumulative Conditions. Based on this preliminary analysis, the environmentally superior alternative would be the Reduced-Project Alternative. However, other cumulative traffic growth would still result in unavoidable LOS E or F at the noted intersections.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR assesses the proposed Project-specific and cumulative environmental effects. As discussed herein, the proposed Project would contribute to a significant unavoidable adverse impact with cumulative conditions at the five intersections. Mitigation measures were found to be either not feasible or feasibility is yet to be determined, and the cumulative impacts at those intersections would be significant and unavoidable. All other identified environmental impacts would be less than significant or would be less than significant with mitigation measures identified in this EIR.

The Planning Department issued a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting on November 16, 2007 and a Public Scoping Meeting was held on December 5, 2007. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, residents of Hunters View, tenants of properties adjacent to the project site, and other potentially interested parties, including various regional and state agencies. Comments on the NOP related to avoidance of hazardous materials during construction and to the scope of the transportation study.

With the publication of the Draft EIR, there will be another public comment period on the adequacy and accuracy of the environmental analysis that will last from March 1, 2008 – April 4, 2008, and will include a public hearing before the Planning Commission scheduled for April 3, 2008. Following the Planning Department's publication and distribution of the written responses to all comments received on the Draft EIR, the EIR will go before the Planning Commission for certification. After the EIR certification, the Planning Commission will consider approval of the proposed Project.

II. PROJECT DESCRIPTION

The San Francisco Housing Authority (SFHA) and Hunters View Associates, LP (Project Sponsor), assisted by the San Francisco Redevelopment Agency (Agency) and the Mayor's Office of Housing, propose the Hunters View Redevelopment Project, in San Francisco's Bayview Hunters Point neighborhood. The proposed Project would replace the existing Hunters View public housing project with a range of mixed-income housing types, and include one-for-one replacement of all public housing units. The SFHA selected Hunters View Associates, LP, a partnership of the John Stewart Company, Ridge Point Non-Profit Housing Corporation, and Devine & Gong, Inc., as the developer charged with undertaking the redevelopment of Hunters View.

The existing 267-unit Hunters View project, built in 1957, is currently owned and managed by the SFHA and consists of 50 one-to-three story buildings with no off-street parking. The Project Sponsor proposes to demolish the existing housing units at Hunters View and replace them with up to 800 new residential units, off-street parking, some ground-floor neighborhood-serving commercial space, and community facilities. The new residential units would include single-family homes, townhouses and flats. The up to 800 new units would include 267 public housing units that would replace one-for-one the demolished units. The Project would also include new sidewalks, roadways, utility infrastructure and landscaping.

The proposed Project is currently anticipated to be developed in approximately 19 blocks with buildings ranging in height from 20 to 65 feet. The resulting density would be similar to the surrounding neighborhood. This mixed-income community would result in a range of resident incomes from less than 10 percent to well over 120 percent of the Annual Median Income.[3] Project Characteristics, as described below, provide further information on the mix of housing types and affordability levels. The Project location, setting, objectives, and approvals are also described below.

A. PROJECT LOCATION

The Project Site, in the Bayview Hunters Point neighborhood, is approximately 1¼ miles east of U.S. 101/I-280, as shown in Figure 1, p. 41, south of Evans Street and west of Hunters Point Boulevard. The Project Site is comprised of two properties: The first is at Middle Point and about 20.5 acres. The second, approximately two-acre parcel, is located along Keith Street, Assessor's Block 4720, Lot 27. The two sites form an irregularly shaped, 980,100-square-foot

[3] Annual Median Income is determined by the U.S. Department of Housing and Urban Development.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 1: REGIONAL LOCATION

(about 22.5-acres) site, as shown in Figure 1, p. 41. The site is a northeast-facing, low to moderately steep slope, approximately 150 feet above mean sea level (msl) on the southwest to 50 feet msl on the northeast.

Surrounding Land Uses. Surrounding land uses include other residential and commercial properties. The properties to the west and northwest include multi-family residences. To the north (across Evans Avenue) is the PG&E Hunters Point Plant, which has been closed and is under demolition. To the northeast is an existing PG&E switching station. South of the Project Site, uses include Malcolm X Academy, --a public elementary school--, and the Hunters Point Community Youth Park. To the east along Innes Avenue are India Basin Shoreline Park, and the southeast and India Basin neighborhood, with a mixture of older and more recent residential development, and limited retail uses. The Project Site is about one-mile northwest of the former Hunters Point Naval Shipyard.

Planning and Zoning. The majority of the Project Site is within an RM-1 District, which is defined under Section 206.2 of the *Planning Code* as Residential, Mixed-Use – Low Density. The *Planning Code describes* the RM-1 Districts as containing a mixture of dwelling types including those found in the RH (Residential, House) Districts, along with apartment buildings broadening the range of unit sizes and the variety of structures. A limited number of non-residential uses are allowed in the RM-1 District, and tend to be resident-serving uses. Residential-serving commercial uses can be granted through a Planned Unit development as long as they are restricted to uses permitted in the NC-1 (Neighborhood Commercial, Cluster) Districts. A small part of the site east of Keith Avenue is zoned RH-2, House, Two-Family District; NC-2 (Neighborhood Commercial, Small-Scale; and M-1, Light-Industrial District. The Project Site is within a 40-X Height and Bulk District which sets building height limits at 40 feet.

The Hunters View Project Site is also within the Bayview Hunters Point (BVHP) Redevelopment Project Area, established in 2006 when the San Francisco Board of Supervisors adopted the BVHP Redevelopment Plan (Redevelopment Plan). The BVHP plan assumes that the Hunters View Project Site would continue to include 267 units of public housing, with increases in density for additional mixed-income housing units. The BVHP Plan maintains the existing residential zoning for the Project Site.

B. PROJECT SETTING

As described earlier, the Project Site consists of a 20.5-acre parcel owned by the SFHA and a contiguous two-acre parcel along Keith Street. The SFHA parcel is currently occupied by the 267-unit public housing project constructed in 1957 on the foundations of former World War II workforce housing. The existing housing includes fifty buildings that are one to three stories or about 16 to 28 feet high. The building construction is wood framing with a painted stucco finish. The roof pitch is relatively flat, with overall rectangular shape.

The two-acre parcel contiguous to the SFHA parcel along Keith Street is currently owned by the Agency and is a vacant lot. The Agency would convey the property to the SFHA and/or the Project Sponsor as part of the proposed Project.

The density of the Project Site currently is approximately 13 units per acre, significantly lower than the densities of surrounding land uses. A summary of existing land uses is provided in Table 1, below.

TABLE 1
EXISTING LAND USES

	Units	Floor Area (square feet)
Residential	267	325,000
Commercial	-NA-	0
Community Space (including Storage)	-NA-	7,000
Off-Street Parking	-0-	-0-
TOTAL FLOOR AREA	**-NA-**	**332,000**

Source: John Stewart Co., 2007.

The buildings are connected by a network of meandering concrete walkways, stairs and common open spaces. The open spaces are ill-defined in that they are not clearly programmed and do not relate to any individual buildings or units in such a way that designates ownership or responsibility to them. They are, rather, left-over, un-built, and unclaimed space. The Project Site currently contains 68 trees.[4]

[4] Walter Levison, Consulting Arborist, *Assessment of Sixty-Eight (68) Street Trees and Significant Trees at Hunters View Project, San Francisco, California,* January 12, 2007. A copy of the Arborist Report is available for review, by appointment at San Francisco Planning Department, 1650 Mission, 4th Floor in Case File No. 2007.0168E.

Regional access to the Project Site is provided from U.S. 101 via the Cesar Chavez/Bayshore Boulevard and Alemany Boulevard off-ramps. Third Street is the primary north-south arterial in the Bayview Hunters Point area. Cesar Chavez is a major east-west arterial. Evans Avenue on the north, and Palou Avenue on the south, serve Hunters View and Hunters Point Hill as the major corridors to Third Street, I-280 and I-101. The Project Site is served by a local roadway network consisting of Middle Point Road, West Point Road, Hare Street, and Wills Street. Middle Point Road runs north-south, bisecting the Project Site. The western part of the Project Site can be accessed via West Point Road which loops off of Middle Point Road near the south edge of the Project Site and loops back to Middle Point Road near the north edge of the Project Site as shown in Figure 1, p. 41. The eastern part of the Project Site is served by three cul-de-sac(s), the terminus of West Point Road, Hare Street and Wills Street.

C. PROJECT CHARACTERISTICS

As described under Project Objectives, below, a goal of the proposed Project is to create a mixed-income community that takes advantage of the configuration, location and natural features of the Project Site.

The Project Sponsor proposes to demolish the existing 267-units of public housing and provide one-for-one replacement of those public housing units on the Project Site. Currently, about 501 residents occupy 166 of the 267 units. Those residents would be relocated on-site during construction as described under project phasing, below. In addition, all current residents will be given first priority to live in one of the newly constructed ACC units.[5]

Table 2, below, summarizes the proposed development.

Residential Uses

The Project would include between 650 and 800 total units, including an anticipated 350 affordable rental units (267 public housing and 83 additional affordable rental units), 17 Habitat for Humanity for-sale units, between 13 and 50 additional affordable home ownership units, and between 270 and 383 market-rate home ownership units. A discussion of the range of incomes that would be accommodated by the development is included in Section III.I, under Population and Housing. To provide a conservative analysis, the EIR will analyze development of up to 800 residential units. The final total of residential units that are developed may vary,

[5] Annual Contribution Contract (ACC) is a term used by the U.S. Department of Housing and Urban Development to refer to public housing units, which are units offered to qualifying residents for rents significantly below market rates.

based on refined planning analysis. To maximize the density on the site and work within topographical constraints, the proposed Project includes buildings that can be grouped into three general categories. Residential units would be comprised of (1) single-family homes, (2) individually-accessed townhomes, and (3) flats in apartment buildings, as described below. The building types are summarized in Table 3, p. 45. Off-street parking would be provided in various configurations as summarized in Table 3, p. 45.

TABLE 2
PROJECT SUMMARY TABLE

	Total
Public Housing Units	267
Affordable Rental Units	83
Habitat for Humanity Affordable For-Sale Units	17
Affordable For-Sale Units	13 to 50
Market Rate For-Sale Units	270 to 383
TOTAL HOUSING UNITS	**650 to 800**
Parking Spaces	up to 816 spaces
Commercial	6,400 square feet
Community	21,600 square feet
Parks	58,300 square feet

Source: John Stewart Co., 2007.

TABLE 3
PROPOSED BUILDING TYPES

Building Type	Number of Stories	Height (in feet)	Unit Mix	Parking	Open Space	Interior Corridors
TYPE 1	2 -3	20-35	Single-Family Home/ Townhome	At-Grade and/or Individual Garages	Private or Shared/ At-Grade	None
TYPE 2	3-4	30-55	Townhome/ Townhome over Flat/Stacked Townhome	Parking Podium[1] w/Shared Garage	Shared Courtyard Over Garage	None
TYPE 3	4-7	40-65	Flats and Stacked Townhome	Parking Podium w/Shared Garage	Private Decks or Shared Courtyard over garage	Double-loaded corridor[2]

Source: WRT/Solomon E.T.C., 2007.

Notes:

a. Parking Podium indicates a below-grade parking garage, a courtyard would be situated entirely or, in-part over the parking podium.

b. A double-loaded corridor indicates a corridor with units on both sides.

Single-Family Homes. Single-family homes would range from two to three stories and would be attached to horizontally adjoining homes with a common exterior wall as is commonly found in San Francisco. Single-family homes would be two to four bedrooms.

Townhomes. Townhomes would range from two to three stories and would be attached to horizontally adjoining units with a common exterior wall. Townhomes would differ from single-family homes in that they may be stacked vertically above or below other townhomes or flats. Townhomes would be two to four bedrooms.

Flats. Flats are, by definition, single-story units. Flats would generally be stacked vertically with other flats and/or townhomes. Flats would be one to three bedrooms.

To maximize the density on the site and work with topographical constraints, the proposed Project includes buildings that can be grouped into three general categories. The building types are summarized in Table 3, p. 45. The buildings would range in height from 20 to 65 feet.

The various residential building types described above are arranged on the site in 19 blocks as shown in Figure 2, p. 47.

Commercial Uses

The Project would include approximately 6,400 square feet of neighborhood-serving retail that would be accommodated in three to six different spaces. While the retailers have not yet been determined, possible uses include neighborhood-serving uses such as a deli, a dry cleaner, or a coffee shop. Retail spaces would be at key intersections as shown in Figure 2, p. 47. The retail uses would be expected to employ up to 25 persons.

Community Facilities

The proposed Project would include community-serving facilities. The Project Sponsor is working with the Hunters View community to determine the types of facilities of uses that could best serve existing and future site residents. Preliminarily, these facilities would include uses such as a community room, a computer learning facility, a childcare/Head Start center, children's play areas, and a senior center.

Parking and Circulation

The proposed Project is anticipated to include up to 816 off-street parking spaces, a ratio of up to one space per unit, with additional code-required parking for the other uses. Most parking would be provided in partially or fully sub-surface parking garages below the housing and/or

SOURCE: WRT/Solomon E.T.C.

Key:

- Retail
- Community
- Parks

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 2: PRELIMINARY SITE PLAN

below mid-block landscaped courtyards. Parking for single-family homes and townhomes at grade would be provided in private garages or in mid-block surface parking lots. Units stacked over parking podiums would be provided at least one space per unit. Units at grade may be provided less than one space per unit.

As shown in Figure 2, p. 47, the proposed Project design would incorporate existing and reconfigured roadways on the Project Site. In particular, Middle Point Road, Wills Street, and Hare Street would remain in their current alignment; Wills Street and Hare Street would be extended and connected. West Point Road would be reconfigured to provide access from Middle Point Road to Fairfax Avenue. Fairfax Avenue would be extended from its current terminus at Keith Street, through the Project Site at the northwest corner, to connect with two new streets; "New Street" and "Park Street East/West." Park Street East/West would be proposed as a wide boulevard with two directions of travel separated by a landscaped median.

If the Project Sponsor can obtain site control, the Project would propose to include a pedestrian walkway providing access to Innes Avenue and India Basin Shoreline Park, through a proposed easement on PG&E property adjacent to the site, that is on axis with the unimproved Hudson Street right–of-way and extends westward from Innes Avenue. On the opposite side of the site, the Project would also include a pedestrian walkway extending westward from the on-site portion of Fairfax Avenue as an extension of Wills Street providing access to Cashmere Street and the 44-O'Shaughnessy bus stop on Hudson Street.

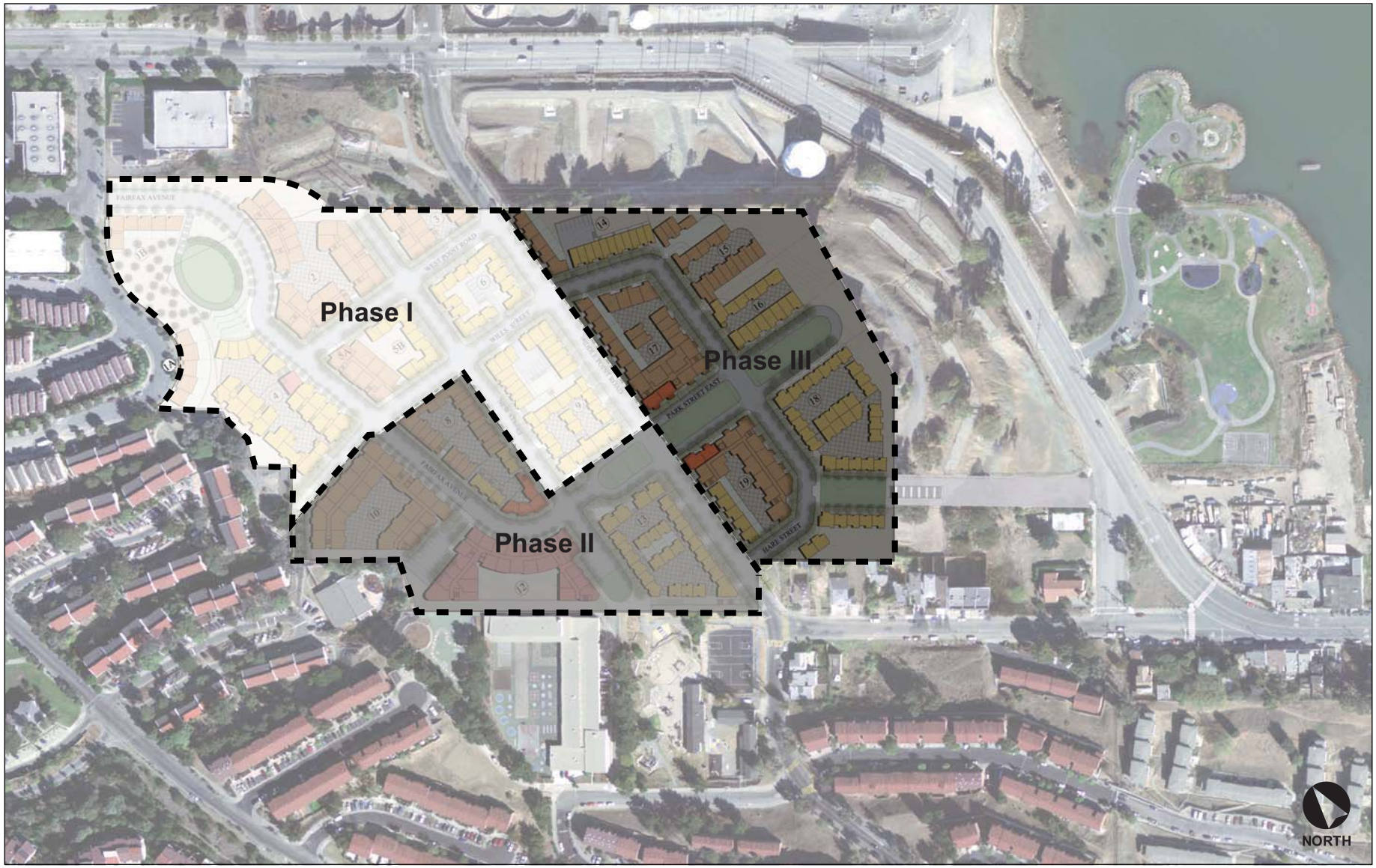
Three MUNI bus lines provide service in the immediate vicinity of the Project Site: the 19-Polk, 44-O'Shaughnessy, and the 54-Felton. Two additional bus lines, the 23-Monterey and the 24-Divisadero, and the T-Third Street light rail line are within walking distance or are accessible through transfers from the 44 or the 19 lines.

Infrastructure

The Project would re-use, upgrade, and resize water, wastewater, drainage, gas and electric, and other utility infrastructure, within the site as necessary.

Open Space

The Project would provide public and private open space areas. The residential buildings would include private open space as required under the *Planning Code*. As summarized in Table 3, above, buildings would provide private open space in gardens, decks, or common open space in landscaped courtyards over garage areas. In addition, the Project would include three



SOURCE: WRT/Solomon E.T.C.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE3: CONSTRUCTION PHASING

publicly-accessible parks as shown in Figure 3, p. 49. One park would be in the northwest corner of the site, near Fairfax Avenue; a second would be in three segments between Park Street East and Park Street West; and the third would be at the southeast corner of the site adjacent to the proposed pedestrian route to India Basin Shoreline Park. The three parks, totaling approximately 58,300 sq ft., would be maintained by on-site management. The project is committed to creating high quality open space, and would likely include a mixture of passive and active recreation areas, with playgrounds or similar uses.

All of the existing trees would be removed as a part of the Project. All but six trees are considered to be in fair, poor or very poor condition.[6] The Project would include new landscaping and tree planting, and would replace at least as many as the 68 trees to be removed. Landscaping would also potentially include areas with native plant materials.

Grading

Construction would require grading over the entire Project Site. Approximately 200,000 cubic yards of soil would be moved during construction of all three phases. The goal is to achieve balanced soil movement on-site, however, some portion of this soil would be exported from the site. It is anticipated that the Project would use conventional foundations, requiring an average depth of excavation of twenty-to twenty-five feet.

Project Phasing

The Project would be developed in three phases, as shown in Figure 3, p. 49. The infrastructure, amenities and community facilities that support the residential development would be developed in each of the three phases, as appropriate. It is possible that the three phases will be consecutive (non-overlapping due to on-site relocation) although they will be compressed to the extent possible and would occur between about 2009 to about 2015.

The phasing would allow the market-rate units to come into the market such that the sale of these units would provide a financial cross-subsidy for the public housing units. Project phasing would also allow all of the existing Hunters View residents to be temporarily relocated on-site, and then permanently relocated on-site. As a result, no residents would be displaced. For example, residents living in the Phase I area would be temporarily relocated into the Phase II and Phase III areas such that the demolition and reconstruction of the Phase I area could be undertaken.

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[6] Walter Levison, Consulting Arborist, *Assessment of sixty-eight (68) street trees and significant trees* at Hunter's View Project, San Francisco, California, January 12, 2007.

Project Objectives

Hunters View Associates' primary objective is to build a high quality, well-designed, cost efficient and affordable mixed-income community that includes units for singles, families and seniors and community facilities that equally serve all residents.

Specific Objectives of the Hunters View revitalization project include the following:

- Develop up to 800 units of mixed-income housing;
- Replace all current public housing units, on a one-for-one basis, with high quality comparably affordable units;
- Minimize off-site relocation of residents during construction;
- Provide unit types to best meet the needs of the current and future residents;
- Continue to provide affordable housing opportunities yet decrease the relative concentration of public housing units by adding additional mixed-income units;
- Create affordable and market rate home ownership opportunities;
- Utilize the sales proceeds from the market rate home ownership component in order to help finance the construction of the public housing units;
- Realign the streets and placement of buildings to result in an urban configuration more typical of a San Francisco neighborhood and to maximize views for all residents;
- Create greater connectivity to the broader community by adding street and walkway connections where feasible;
- Provide usable open space;
- Provide supportive services for residents;
- Remediate the physical hazards of the existing Hunters View;
- Blend the design of the new buildings into the surrounding community;
- Base construction on healthy and green principles;
- Improve public housing facilities, amenities, security, and Americans with Disabilities Act (ADA) access at the site; and
- Create a stable mixed-income community that serves both existing residents as well as new residents.

The Project would also meet the following Objectives of the BVHP Plan:

- Increasing the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community;

- Strengthening the economic base of the Project Area and the community by strengthening retail and other commercial functions within the Project Area through the facilitation of new retail space, and as appropriate, new commercial and light industrial uses;
- Retaining existing residents and existing cultural diversity to the extent feasible;
- Providing land, as feasible and appropriate for publicly accessible open spaces;
- Providing assistance towards the improvement of key transportation routes to meet the needs of alternative transportation modes, industrial trucking operations, and emergency operations;
- Eliminating blighting influences and correcting environmental deficiencies within the Project Area, including, but not limited to, abnormally high vacancies, abandoned, deteriorated and dilapidated buildings, incompatible land uses, depreciated or stagnant property values, and inadequate or deteriorated public improvements, facilities and utilities;
- Removing structurally substandard buildings, removing impediments to land development, and facilitating modern, integrated development with improved pedestrian and vehicular circulation within the Project Area and vicinity
- Redesigning and developing undeveloped and underdeveloped areas, which are improperly utilized; and
- Providing flexibility in the development of real property within the Project Area to respond readily and appropriately to market conditions.

Intended Uses of the EIR/Approvals Required

The Project will require a number of approvals and permits:

- Planning Commission certification of the Final EIR and adoption of CEQA Findings and adoption of a Mitigation Monitoring and Reporting Program;
- Board of Supervisors Planning Code Height and Bulk Zoning Amendment approval;
- Planning Commission Conditional Use Approval for a Planned Unit Development (PUD) , pursuant to Planning Code Sections 303 and 304. Only one PUD will be required for the entire project; however, in the conditions of the performance requirements for the three phases, the later phases will be brought back before the Planning Commission as informational items;
- A Design for Development document containing standards and guidelines for buildings designs will be attached to the CU/PUD motion, the initial approval will require plans for the first phase only;
- Housing Authority Development and Disposition Agreement;
- HUD Disposition and Demolition Approval;

- San Francisco Redevelopment Agency land conveyance approval;
- Subdivision Map and Condominium Map Approvals from the Department of Public Works (DPW);
- DPW approval for changes in or vacations of public rights-of-way;
- DPW permits for tree removals;
- Demolition Permits from the Department of Building Inspection (DBI);
- DBI Grading Permits; and
- DBI Site Permit and Permit Addenda, including foundation, construction and landscaping work.

III. ENVIRONMENTAL SETTING AND IMPACTS

A. PLANS AND POLICIES

For informational purposes, this section describes the major land use and development policies embodied in the *San Francisco General Plan (General Plan)* and the *San Francisco Planning Code (Planning Code)*. This section also describes the existing Redevelopment Plan applicable to the Hunters View Project Site, and current Planning Department and San Francisco Redevelopment Agency (Agency) planning activities in the project vicinity.

SAN FRANCISCO GENERAL PLAN

The *General Plan* contains general policies and objectives to guide land use decisions, and contains some policies that relate to physical environmental issues. The Project will be reviewed by the Planning Department and the City Planning Commission to make findings of consistency with policies of the *General Plan*. Decision-makers may identify potential conflicts between specific projects and goals and policies of the *General Plan*. During the review process, the decision-makers must evaluate and balance the potentially conflicting goals of different *General Plan* policies. Sections of the General Plan that apply to the proposed Project include the Housing Element and the Bayview Hunters Point Area Plan.

Housing Element

The San Francisco Planning Commission adopted an updated Housing Element of the *General Plan* in May 2004.[7] The San Francisco Board of Supervisors approved the Housing Element in September 2004, and the State Department of Housing and Community Development certified the Housing Element in October 2004. In June 2007, however, the First District Court of Appeals ruled that the updated Housing Element should have been addressed in an EIR. Therefore, this section refers to relevant policies of both the 2004 Housing Element and the 1990 Residence Element (the next most recent version).[8]

The 2004 Housing Element of the *General Plan* "sets forth objectives, policies, and implementing programs to address the critical housing needs" of the City. The 2004 Element addresses the City's goals "of achieving decent, suitable, and affordable housing for current and future San

[7] City and County of San Francisco, Planning Department, *Housing Element of the General Plan*, adopted May 13, 2004.

[8] City and County of San Francisco, Planning Department, *San Francisco General Plan*, Residence Element, adopted September 13, 1990.

Franciscans." The objectives of the 2004 Housing Element address new housing supply, housing retention, housing condition, affordability, housing choice, homelessness, density/design/quality of life, and State and regional needs. With regard to housing supply, Objective 1 states "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." This policy is similar to Objective 1 in the 1990 Residence Element. The 2004 Housing Element Policy 1.4, "Locate in-fill housing on appropriate sites in established residential neighborhoods," is the same as relevant policies in the 1990 Residence Element. The 2004 Housing Element Objective 3, "Enhance the physical condition and safety of housing without jeopardizing use or affordability," and Policy 3.3, "Maintain and improve the condition of the existing supply of public housing," is similar to 1990 Residence Element Objective 5, "To maintain and improve the physical condition of housing while maintaining existing affordability levels," and Policy 5.4, "Maintain and improve the existing supply of public housing." 2004 Housing Element 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 is similar to 1990 Residence Element Objective 7, "To increase land and improve building resources for permanently affordable housing," Policy 7.1, "Create more housing opportunity sites for permanently affordable housing."

2004 Housing Element Objective 11, "In increasing the supply of housing, pursue place making and neighborhood building principles and practices to maintain San Francisco's desirable urban fabric and enhance livability in all neighborhoods," and Policy 11.1, "Use new housing development as a means to enhance neighborhood vitality and diversity," is similar to 1990 Residence Element Objective 12, "To provide a quality living environment," and Policy 12.1, "Assure housing is provided with adequate public improvements, services and amenities."

The Project would redevelop the Hunters View site, replacing the 267 units of public housing, with a total of up to 800 new dwelling units that would include a range of multi-family and single-family housing, both rental and ownership. The public housing-units would be replaced one-for-one. The proposed Project would respond to Housing Element and Residence Element objectives with regard to providing housing in a range of affordability, including low and moderate income households; increasing the supply of housing; improving the physical condition of housing; and enhancing neighborhood vitality by providing a range of housing types, other uses, and improved vehicle and pedestrian connectivity.

Bayview Hunters Point Area Plan[9]

The Bayview Hunters Point Area Plan (as amended, March 2006, formerly the South Bayshore Area Plan), is an element and area plan of the *San Francisco General Plan* that covers the southeastern section of the City bound by Cesar Chavez Street to the north, U.S. 101 to the west, the Bay to the east, and the San Francisco county line to the south, exclusive of the Hunters Point Shipyard. The Bayview Hunters Point Area Plan lays the foundation for much of the housing, economic development, and community enhancement programs, consistent with Bay View Hunters Point Redevelopment Plan, discussed further below. The following objectives of the Bay View Hunters Point Area Plan pertain to the Project:

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 5: Preserve and enhance existing residential neighborhoods.

Objective 6: Encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point.

Objective 10: Enhance Bayview Hunters Point's distinctive and positive features.

Objective 11: Improve definition of overall urban pattern of Bayview Hunters Point.

The Hunters View site is within a "Residential" designation in Bayview Hunters Point Area Plan Figure 4, Generalized Land Use. The site is part of "India Basin/Hunters Point Hill" shown in Figure 16, Bayview Hunters Point Distinctive Areas. The proposed Project would respond to Bayview Hunters Point Area Plan objectives to stimulate housing growth without affecting industrial uses; to preserve and enhance existing residential areas; to encourage affordable and market rate residential uses; and relate to Hunters Point Hill topography, waterfront open space, and an improved urban street pattern relating the Project Site to Innes Avenue and the India Basin shoreline.

SAN FRANCISCO PLANNING CODE

The San Francisco *Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones cannot be

[9] City and County of San Francisco, Planning Department, *San Francisco General Plan*, Bayview Hunters Point Area Plan, as amended March 2006.

issued unless either the proposed action conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*, or a reclassification of the site occurs.

The Project Site is located within an RM-1 District, which is defined under Section 206.2 of the *Planning Code* as Residential, Mixed-Use–Low Density. As such, the RM-1 Districts contain a mixture of dwelling types that are found in the RH (Residential House) Districts, but in addition have a significant number of apartment buildings that broaden the range of unit sizes and the variety of structures. Non-residential uses in the RM-1 District are generally not permitted, but where they pre-exist their zoning, or are permitted through a Planned Unit Development, they tend to be resident-serving uses. The *Planning Code* also sets standards for building setbacks, open space, parking, and other design controls. A small part of the site east of Keith Avenue is zoned RH-2, House, Two-Family District; NC-2 Neighborhood Commercial, Small - Scale; and M-1, Light-Industrial District. Residential uses are permitted in both these districts.

The Project Site is within a 40-X Height and Bulk District which sets building height limits at 40 feet. The "X" of the 40-X designation indicates no bulk limit.

The proposed Project as described can be approved through a Conditional Use/Planned Unit Development and Height Map Amendment (Planning Code Sections 303 and 304, and 302.) Some exceptions from Planning Code requirements may be sought for the Project pursuant to this approval process. The Project Sponsor has requested an initial approval for all three phases of the project. Given the complexity of the project, and the need for an initial approval, a Design-for-Development Document will be prepared to provide further description and design controls for the project. The PUD would also apply to the small areas of the Project Site currently zoned RH-2, NC-2 and M-1, to permit development as proposed with the Project Site. As discussed in Chapter II, Project Description, the proposed Project would require a Zoning Map Amendment in conjunction with Conditional Use Approval to rezone the site to accommodate the buildings that would exceed forty feet in height. The zoning amendment would require Board of Supervisors approval. (Section III.C, Visual Quality and Urban Design, describes the effect of project buildings that would be up to 65 feet high, with the proposed height district change. Chapter VI, Alternatives, describes a Project alternative that would be developed under the existing 40-X height and bulk controls.)

REDEVELOPMENT PLAN

In 2006, the San Francisco Redevelopment Agency (Agency) adopted the Bay View Hunters Point Redevelopment Plan (BVHP Plan).[10] The BVHP Plan is a 1,499-acre area that incorporated the former 137-acre Hunters Point Redevelopment Project Area. The BVHP Plan designated "activity nodes," within the BVHP boundaries. The Hunters View Project Site is part of the "Hunters Point Shoreline Activity Node" of the BVHP Project Area. The BVHP Plan's development goals for the Hunters Point Shoreline Activity Node include:[11]

- Promote new housing on available infill development sites where appropriate.
- Assist with the renovation of Housing Authority projects such that the housing fits in architecturally with other residential development in the community.
- Emphasis on encouraging artists and artisans, such as those of African or Pan African influence.
- Improve access to water recreation along the India Basin shoreline and enhance public access to the waterfront from the hillside housing.
- Assist with the redesign of Innes Avenue to improve pedestrian safety and enhance the neighborhood commercial area.
- Conduct specific land use planning for the remaining survey area.

The Hunters View project would be consistent with BVHP Plan goals to promote new housing on available infill development sites; to assist with renovation of Housing Authority projects; and to improve access to waterfront recreation, via a proposed new pedestrian route from the site to Innes Avenue near India Basin Shoreline Park, provided that the Project Sponsor can obtain site control. The Project would not directly affect or impede other stated Hunters Point Shoreline development goals listed above.

The BVHP Plan illustrates the Hunters View site, and most of the Hunters Point Shoreline node as "Residential."[12] The BVHP Plan defines generalized residential areas that consist of residential uses and some compatible local serving retail and services. The primary land use is residential units ranging from single family homes to multi-family developments of a moderate scale. Related uses also include local serving businesses, family child care facilities, small professional offices, home occupations, and recreation facilities.[13] The Project land uses would

[10] San Francisco Redevelopment Agency, *Redevelopment Plan for the Bayview Hunters Point Redevelopment Project*, adopted June 1, 2006.

[11] *Redevelopment Plan for the Bayview Hunters Point Redevelopment Project*, p. 32.

[12] *Redevelopment Plan for the Bayview Hunters Point Redevelopment Project*, p. 57.

[13] *Redevelopment Plan for the Bayview Hunters Point Redevelopment Project*, p. 23.

be mixed-density residential, with some retail, child-care, and recreation facilities, and would be consistent with the BVHP Plan.

The BVHP Plan also explicitly makes property in the Project Area subject to the requirements of the *Planning Code* and Zoning Maps as its land use controls.[14] As discussed above, most of the Hunters View site is in a RM-1, Residential, Mixed Use, Low Density District and a 40-X Height and Bulk District. The proposed Project would be consistent with the RM-1 controls; the Project would require a Zoning Map Amendment to 65-X to allow development of some buildings in excess of 40 feet on the site. The zoning change would not conflict with the BVHP Plan goals.

OTHER PLANNING ACTIVITIES

Bayview Waterfront Project

The Agency and the Planning Department are proceeding with review of the "Bayview Waterfront Project (BWP)." That project would include new plans for the Candlestick Point, Hunters Point Shipyard, and India Basin Shoreline areas of San Francisco. The Bayview Waterfront Project encompasses an approximately 780-acre area east of U.S. 101 and occupies the waterfront area from India Basin to approximately Candlestick Point. The BWP plans would include the Candlestick Point - Hunters Point Shipyard Development Plan with a new stadium for the San Francisco 49ers and a mixed-use community with residential, retail, office/research & development (R&D)/industrial, civic and community uses, and parks and recreational open space.

The Bayview Waterfront Project also would include rezoning of "Area C" of the BVHP Survey Area. That portion of the BVHP Survey Area was not incorporated in the Bayview Hunters Point Project Area adopted by the Agency in March 2006. Area C is also referred to as the "India Basin Shoreline." The BVHP Plan Hunters Point Shoreline Activity Node, and the Hunters View site itself, are adjacent to the India Basin Shoreline. This 76-acre area was not included in the adopted BVHP Project Area. At the time of consideration of the BVHP plan in 2006, the Agency found that further land use analysis was needed before adoption of a future plan amendment and area-specific controls. Area C has an existing mix of residential uses; a vacant parcel fronting the Bay; and the former PG&E Hunters Point power plant site, currently being demolished. The India Basin Shoreline area is currently zoned for industrial use. As part of the BWP process, the Planning Department is considering rezoning to accommodate a mix of residential and commercial uses, along with some continued industrial use and development

[14] *Redevelopment Plan for the Bayview Hunters Point Redevelopment Project*, p. 22.

controls to facilitate mixed use development. It is anticipated that the rezoning and other planning controls for the India Basin Shoreline would reflect community goals expressed earlier during BVHP planning to provide:

- New housing on available infill development sites northwest of Innes Avenue
- Mixed-use neighborhood southeast of Innes Avenue
- Small industrial or R&D businesses
- Neighborhood-serving retail and commercial services and some residential units
- Water-oriented neighborhood
- Space for artists
- New waterfront open space and recreational activities

To implement the BWP, the 2006 BVHP Redevelopment Plan and Hunters Point Shipyard (Shipyard) Redevelopment Plan would need to be amended. The EIR for the Bayview Waterfront Project is underway. The Agency and the Planning Department issued a Notice of Preparation for that EIR on August 31, 2007.[15]

Plans for the India Basin Shoreline, as noted above, were considered as part of the project description and analysis in the BVHP FEIR. The BVHP FEIR found that development in the Hunters Point Shoreline Activity Node, including the India Basin Shoreline area, would meet the overall objectives of the BVHP Plan.[16] Thus, planning for the India Basin Shoreline area would not be expected to conflict with the overall goals and objectives established in the BVHP Plan, including goals affecting the Hunters View site

The Candlestick Point - Hunters Point Shipyard Development Plan would change planning controls, zoning, and land use in that 700-acre area. However, implementation of that plan would not be expected to conflict with land use plans and goals affecting the Hunters View site.

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[15] San Francisco Redevelopment Agency and San Francisco Planning Department, *Notice of Preparation of An Environmental Impact Report, Bayview Waterfront Project*, SFRA File No. ER06.05.07, Planning Department File No. 2007.0946E, August 31, 2007.

[16] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.B-22 – III.B-23.

SAN FRANCISCO BAY TRAIL PLAN (BAY TRAIL PLAN)

The Bay Trail is a planned recreation corridor that will provide a continuous 500-mile biking and hiking path around San Francisco Bay when completed. It will link all nine Bay Area counties, 47 cities, and 130 parks and recreation areas, and will cross seven toll bridges. As mandated under Senate Bill 100, the Association of Bay Area Governments (ABAG) developed the Bay Trail Plan as a framework to provide guidance in the selection and implementation of the Bay Trail project. The main goal of the Bay Trail Plan is to provide public access to the Bay and its surrounding shorelines. The Bay Trail in San Francisco is approximately 24 miles long. Twelve miles are complete, with the majority of the incomplete segments located south of the Oakland-San Francisco Bay Bridge. Given that the Hunters View site is not located on land desired for part of the Bay Trail, the redevelopment of the site would not interfere with the implementation of the Bay Trail Plan.[17]

B. LAND USE

This section describes the land use setting of the Project Site and vicinity, including the general pattern of land uses in Bayview Hunters Point. The impacts address the potential land use changes with implementation of the Project, including land use compatibility and effects on existing land use character. Section III.A, Plans and Policies discusses relevant plans and codes with regard to land use. Chapter II, Project Description lists required approvals, including those pertaining to changes in applicable height and bulk districts.

SETTING

EXISTING LAND USES

The Project Site is located in the Bayview Hunters Point (BVHP) neighborhood of San Francisco, as shown in Figure 1, p. 41. Bayview Hunters Point is in the southeastern quadrant of the City and County of San Francisco, encompasses the residential neighborhoods and industrial lands generally bounded by Cesar Chavez Street, U.S. 101, San Francisco Bay, and the county line.

[17] Association of Bay Area Governments (ABAG), website: *www.abag.ca.gov*, accessed February 6, 2008.

Bayview Hunters Point is characterized by both well-established residential neighborhoods and major industrial areas.[18] Third Street is the central north-south corridor through the community. Local-serving retail shops and commercial businesses, many of which are vacant, are located along Third Street, interspersed with civic, religious, and social service institutions. Residential neighborhoods extend east and west from Third Street. About two-thirds of the residential units are single-family units, and one-third are multi-family units located mostly on the lower slopes of Bayview Hill and Hunters Point Hill. New multi-family housing has been constructed on sites along Third Street, Williams Avenue and Innes Avenue. Older heavy industrial areas form edges to the north and east beyond the light industrial areas that are adjacent to residential neighborhoods. Residential uses are intermingled or adjacent to industrial uses in these areas. Industrial activities in these edge areas consist primarily of production, distribution and repair (PDR) uses. Public open space is interspersed throughout the community in public parks, and open space and recreation areas located along the Bay shoreline. The Caltrain right-of-way extends north-south through the Bayview Hunters Point Area, one block west of Third Street. In April 2007, the T-Third MUNI light rail line began full service in the Third Street corridor between downtown San Francisco and the Bayshore Station area near the county line.

The Bayview Hunters Point Redevelopment Plan (BVHP) identified seven economic development activity nodes within the Bayview Hunters Point Redevelopment Area. The Project Site is within the Hunters Point Shoreline Activity Node. Land uses within this activity node include residential, industrial, and vacant land, and shoreline open space. Notable landmarks include Our Lady of Lourdes Catholic Church and the Albion Water Company building, both on Innes Avenue. In addition to the Hunters View public housing, residential uses include public housing at Westbrook, and Hunters Point A and B sites. A multi-family housing project was recently built at 800 Innes Avenue. Industrial uses are interspersed among residential uses near the India Basin shoreline. The 35-acre former PG&E Hunters Point Power Plant near Jennings Street and Hunters Point Boulevard, north of Hunters View is currently being dismantled. An adjacent existing PG&E switching station will remain; directly to the east and north of the Project Site is former PG&E fuel tank property which is currently undeveloped.

[18] The description of existing land use conditions in the Hunters View vicinity is based on San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.B-5 – III.B-6.

Vacant and underused parcels are scattered throughout the activity node, with the largest being a 13.5-acre site north of Innes Avenue adjacent to and west of the Hunters Point Shipyard. The shoreline frontage of that site is owned by the San Francisco Recreation and Park Department.

The Project Site is currently occupied by 267 residential housing units in 50 one-to-three story buildings. The buildings are connected by a network of meandering concrete walkways, stairs and common open spaces. The site also contains 7,000 square feet of community serving uses, including storage. The Project Site is served by a local roadway network consisting of Middle Point Road, West Point Road, Hare Street, and Wills Street. Middle Point Road runs north-south, bisecting the Project Site. The western part of the Project Site can be accessed via West Point Road which loops off of Middle Point Road near the south edge of the Project Site and loops back to Middle Point Road near the north edge of the Project Site as shown in Figure 2, p. 47. The eastern part of the Project Site is served by three cul-de-sacs, the terminus of West Point Road, Hare Street and Wills Street. Currently, there are no off-street parking spaces on the Project Site.

The 11.4 acre India Basin Shoreline Park is along the shoreline, directly east of Hunters View, with pathways that link to the Bay Trail. That park includes landscaped areas, walkways, a playground, and picnic and seating areas. Due to the steep terrain within the southern half of this activity node, many of the area residents do not have direct or convenient access to shoreline open space.

In addition to the PG&E sites and India Basin Shoreline Park, land uses surrounding the Project Site include other residential and commercial properties, schools, and parks. Land uses to the west and northwest include multi-family residences, including other Housing Authority sites. Higher density multi-family residential developments are situated along Bowman Court, Rebecca Lane, Reuel Court, Cashmere Street, Westbrook Court, Hudson Avenue, Ardath Court and Hawkins Lane. Directly to the south of the Project Site, land uses include Malcolm X Academy, a public elementary school, and the Hunters Point Youth Community Park. To the southeast, Innes Avenue serves a mixture of older and more recent residential development, and limited retail uses.

The Project Site is just south of employment uses in India Basin Industrial Park and about one-mile northwest of the former Hunters Point Shipyard. (See Section III.A, Plans and Policies, for further discussion of future uses at the shipyard.)

IMPACTS

SIGNIFICANCE CRITERIA

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…" The Project would have a significant effect on land use if it would physically disrupt or divide an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the site adopted for the purpose of avoiding or mitigating an environmental effect; conflict with any applicable habitat conservation plan or natural community conservation plan; or have a substantial adverse impact on the existing character of the vicinity. For a discussion of applicable habitat conservation or natural community conservation plans, see Section III.G, Biological Resources.

LAND USE CHANGES

The proposed Project involves the replacement of the existing Hunters View public housing with a range of mixed-income housing types, and would include one-for-one replacement of the 267 public housing units. The Project would include demolition of the existing housing units at Hunters View and replacement of them with up to 800 new residential units, off-street parking, some ground-floor neighborhood-serving commercial space, and community facilities. The new residential units would include single-family homes, townhouses, and flats. The Project would, by about 2015, result in up to 533 net new residential housing units, up to 816 new parking spaces, and approximately 58,300 square feet of open space, and about 6,400 square feet (sf) of commercial space and approximately 21,600 sf of community space. See Table 2, p. 45, in Chapter II, Project Description, for a summary of proposed Project development.

The Project would include development of new sidewalks, roadways, landscaping, and new or upgraded utility infrastructure. A revised street pattern would provide a new road connection at Fairfax Avenue/Keith Street, and two new pedestrian connections from the Project Site to Hunters Point Boulevard/Innes Avenue (through an easement across PG&E property if the Project Sponsor is able to gain site control) on the east, and to Keith Avenue on the northeast. The pedestrian connection, if implemented, would improve access to open space across Hunters Point Boulevard to the Bay Trail and India Basin Shoreline Park.

The Project would include new neighborhood-serving commercial space, such as a dry cleaner, deli/café, coffee shop, or other retail user. A new community center would include uses such as a teen center, a computer learning facility and a childcare/Head Start center.

While the existing residential uses would be replaced, in phases, and the overall residential density on the site would increase, the proposed Project would not change the overall pattern of residential uses at the site, or change land use patterns in the vicinity. The Project circulation plan would improve vehicle and pedestrian connectivity to surrounding areas. The increased density from 13 to up to 35.5 units per acre at the Project Site would establish a density comparable to surrounding neighborhoods. The proposed Project would not divide, disrupt, or substantially change the character of the residential neighborhood at Hunters View or surrounding neighborhoods. As discussed in Section III.A, Plans and Policies, land use changes resulting from the proposed Project would be consistent with redevelopment goals to upgrade public housing and increase housing supply, particularly affordable housing.

The Project would therefore not have a significant adverse impact on land use.

CUMULATIVE IMPACTS

Other major land use changes would be expected to occur in or near the Bayview Hunters Point area. Section III.A, Plans and Policies, describes planning underway for the Bayview Waterfront Project which encompasses the India Basin Shoreline area, and the Candlestick Point - Hunters Point Shipyard Development Plan. Plans for the India Basin Shoreline were considered as part of the analysis in the BVHP FEIR. The BVHP FEIR found that development in the Hunters Point Shoreline Activity Node, including the India Basin Shoreline area, would meet the overall objectives of the BVHP Plan.[19] Thus, planning for the India Basin Shoreline area now under way would not be expected to conflict with the overall land use goals in the BVHP Plan. Development of the Hunter's View site was part of the land use changes expected in the Hunter's Point Shoreline Area. The BVHP FEIR did not identify significant adverse cumulative land use impacts.

The Candlestick Point - Hunters Point Shipyard Development Plan would change planning controls, zoning, and land use in that 700-acre area. However, implementation of the plan would not be expected to conflict with land use in the vicinity of the Hunters View site.

Therefore, the Hunters View project would not contribute to significant cumulative land use impacts.

[19] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.B-22 – III.B-23.

C. VISUAL QUALITY AND URBAN DESIGN

This section describes the existing visual character of the Project Site including important views and distinctive visual landmarks. Visual quality in an urban setting is comprised of elements such as building scale, height, architectural features and materials, patterns of buildings along street frontages, and views of public open space or plazas or of more distant landscape features such as hills, the Bay or built landmarks, such as bridges. These elements help define the sense of place in an urban context.

SETTING

HUNTERS VIEW CONTEXT

Bayview Hunters Point consists of visually heterogeneous neighborhoods located in the southeastern quadrant of San Francisco, surrounded by Visitacion Valley to the south, Bernal Heights to the northwest, and Hunters Point Shipyard and the San Francisco Bay to the east. The topography is composed of flat areas and undulating slopes interspersed with tree-covered hills. There are numerous views of San Francisco Bay throughout the area. The area has distinct visual boundaries and surroundings, such as Cesar Chavez Street to the north and the U.S. 101 freeway to the west. The most prominent visual landmarks in the vicinity are San Francisco Bay to the east, Hunters Point Hill and Silver Terrace Hill in the approximate center of the Bayview Hunters Point area, and Bayview Hill to the south. Hunters Point Shipyard, with many industrial buildings and maritime structures, is prominently visible in the southeast.

Within Bayview Hunters Point, the Project Site is part of Hunters Point Hill that terraces down to the Bay and India Basin to the east and India Basin Industrial Park on the north. The vicinity includes residential uses, heavy and light industry, public open space along the Bay, and undeveloped land. Hunters View is part of residential areas on Hunters Point Hill. The slope between the site and Hunters Point Boulevard/Innes Avenue is undeveloped land formerly part of a PG&E fuel tank farm that served the Hunters Point power plant, now under demolition.

Evans Avenue/Hunters Point Boulevard/Innes Avenue is the major access route to this area from Third Street from the northwest. The roadway passes the former Hunters Point power plant; the 11.4-acre India Basin Shoreline Park, and single-family residences, several small-scale, light industrial businesses, artist studios, commercial establishments, and small-boat maintenance uses along Innes Avenue.

India Basin Shoreline Park, across Hunters Point Boulevard from the site, contains open space, restored wetlands, and recreational amenities. Heron's Head Park is open space north of the Project Site (see Figure 4, p. 68).

Hunters View now consists of an approximately 20.5-acre site on the east-facing, varied topography of Hunters Point Hill. The existing housing is a series of two- to three-story apartment buildings, generally set back from streets. Views from these streets and the residential building include downtown San Francisco, the San Francisco shoreline near Pier 90, the former PG&E Hunters Point power plant, and parts of the Hunters Point Shipyard. Long range views include the East Bay hills across San Francisco Bay. The street pattern includes one through north-south roadway, Middle Point Road, with curving West Point Road and several cul-de-sac streets serving the development. Buildings are clustered with limited direct street access.

Existing Views

Because of the Hunters View site's topography and overall size, the site is not visible as a whole from locations in the vicinity. Parts of the site are visible from nearby streets and public areas, as discussed and illustrated below. (See Figure 4, p. 68, for locations of photographs of the site; Figures 5 to 8, pp. 68 – 72, include views of existing conditions).

The Project Site is visible from views to the west from along the waterfront open space in India Basin Shoreline Park. The views include the existing two- and three-story Hunters View buildings seen above the slope and mature trees that rise from Hunters Point Boulevard (see Figure 5, p. 68). The site is also visible from the undeveloped Recreation & Park Department-owned shoreline on India Basin near Aurelious Walker Drive (see Figure 6, p. 69). Other hillside residential uses to the south and commercial and residential buildings along Innes Avenue are seen south of the Project Site.

From the north along Evans Avenue, views of the existing two- and three-story Hunters View buildings are seen above light-industrial buildings in India Basin Industrial Park (see Figure 7, p. 71). From residential Keith Avenue, near Hudson Avenue, Hunters View is visible to the east, with one- to three-story buildings on the sloping site see Figure 8, p. 72).

SOURCE: SquareOne Productions, 2007.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 4: VIEWPOINT LOCATIONS

View West from India Basin Shoreline Park – Existing

View West from India Basin Shoreline Park – with Project

SOURCE: SquareOne Productions, 2007.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 5: VIEWPOINT 1

View West from Shoreline north of Aurelious Walker Drive – Existing

View West from Shoreline north of Aurelious Walker Drive – with Project

SOURCE: SquareOne Productions, 2007.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 6: VIEWPOINT 2

View South from Evans Avenue near Keith Street – Existing

View South from Evans Avenue near Keith Street – with Project

SOURCE: SquareOne Productions, 2007.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 7: VIEWPOINT 3

View East from Keith Street near Hudson Avenue – Existing

View East from Keith Street near Hudson Avenue – with Project

SOURCE: SquareOne Productions, 2007.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 8: VIEWPOINT 4

IMPACTS

SIGNIFICANCE CRITERIA

For the purposes of this EIR, the Project would be considered to have a significant effect on the environment if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting;
- Substantially degrade the existing visual character or quality of the site and its surroundings;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties.

Artificial lighting can be classified as "spill light," "obtrusive," or "glare." Spill light is light that falls on off-site receptors and causes additional nighttime illumination at these locations. Obtrusive light is a form of spill light that can cause annoyance or distraction to the viewer because of its contrast to the background. Glare is a form of obtrusive light caused by an excessively bright source resulting in discomfort or loss of vision.

Changes in Views

The proposed Project would replace all existing Hunters View buildings and develop new single-family row housing, stacked flats, and apartment buildings ranging up to seven stories and 65 feet in height. As shown in Figure 3, Preliminary Site Plan, p. 47, the Project would realign certain streets, and create new streets. Middle Point Road would continue as a through street; Fairfax Avenue would be extended into the site, and a new "Park Street" would have a major landscaped open space median. There would be new pedestrian routes from the Project Site to Innes Avenue near India Basin Shoreline Park, proposed on an easement across PG&E property if the Project Sponsor can obtain site control, and from the site to Keith Street. The new street pattern would be intended to create a typical San Francisco grid of smaller blocks, where buildings would be oriented to the street, rather than set back.

As noted in Setting, above, the site is generally not visible as a whole from nearby locations. The Project would change views of the site from nearby streets and public areas, as discussed and illustrated below. Figures 5 to 8, pp. 68 – 72, illustrates views of Project conditions,

compared to existing conditions. The Project figures are "massing diagrams" of the proposed buildings that accurately represent the overall height, dimension, and location of buildings, shown in Figure 2, Preliminary Site Plan, p. 47. The figures do not depict exterior features or materials, window patterns, colors, new landscaping, or other architectural detail that would affect the visual appearance of the proposed Project. Building design would be refined as part of the project planning and approval process. The figures provide adequate information to review the change in views and scale of development for the EIR analysis.

The Project would be visible from along the waterfront open space in India Basin Shoreline Park. The views of new three- to four-story buildings would replace views of the existing two- and three-story buildings seen above the slope and trees that rise from Hunters Point Boulevard (see Figure 5, p. 68). The Project would infill the setting with these taller buildings, but the overall effect of medium-scale residential buildings on the hillside would be similar to existing conditions. From the undeveloped Recreation & Park Department-owned shoreline on India Basin near Aurelious Walker Drive, a larger area of the site is visible, and the infill character and greater height of the new buildings would be more prominent (see Figure 6, p. 69). The hillside between the site and Hunters Point Boulevard/Innes Avenue would remain open. The proposed pedestrian route from the Project to Hunters Point Boulevard, if developed, would also be visible. The Project would be generally similar in scale to other hillside residential uses to the south. The Project would not change views of commercial and residential buildings along Innes Avenue.

In views from the north along Evans Avenue, the Project would replace the existing two- and three-story buildings with buildings up to seven stories. These would be the tallest elements of the proposed Project (see Figure 7, p. 71). The views of the new buildings would also replace the views of some existing landscape trees. This change would be in the context of light-industrial buildings in India Basin Industrial Park buildings in the foreground.

From Keith Avenue, near Hudson Avenue, the Project would replace views of two- to three-story buildings with noticeable views of the taller Project buildings (see Figure 8, p. 72). The views would include two-story single-family buildings near a new neighborhood park at the north end of the site. In this vicinity, the Project would appear as relatively dense infill development, and would close off some views of the existing hillside at the site. Most of the existing residential buildings on Keith Avenue and parallel streets are row houses oriented north-south. Therefore, there would be limited views of the new Hunters View buildings from within these residences.

From the south end of Bowman Court and Rebecca Lane, there would views of open space proposed as part of the Project. There would be other views of the Project from residential streets and structures west of the site, such as Cashmere Court or Westbrook Court. Those views would be similar to those described above, of a mix of housing types that would infill the site.

From Innes Avenue south of the site, the Project would be visible from residences and businesses fronting that roadway. Because of topography, those views would be limited, and only buildings closest to Innes Avenue would be visible. There would also be views into the site from the pedestrian route proposed on an easement across the PG&E property, if developed.

Summary of Effects

The Project would change the visual character of the site, replacing the existing housing in a series of two- to three-story apartment buildings, generally set back from streets, with new buildings, ranging up to seven stories, oriented to a formal street grid, as found in many San Francisco neighborhoods. The Project would change views of the site from public open space along the San Francisco Bay shoreline near the site, but it would not block publically accessible views of the Bay or other scenic areas. The Project would thus not have significant adverse impacts on publically accessible scenic vistas, nor would the Project damage scenic resources such as landscaping or other features that contribute to a scenic public setting.

The Project would change views from nearby areas. The Project would appear as denser infill development than current conditions, but would be consistent with development in nearby areas, which include patterns of buildings of varying height and massing, from single-family buildings, townhomes and flats, to multi-unit buildings, on hillside streets above the areas near the shoreline. The Project would also provide pedestrian-scale features, such as landscaped Park Street and other open space, and new pedestrian routes to the site. The changes would therefore not substantially degrade existing visual quality of the site or surrounding.

The Project would not have significant adverse impacts on visual quality and urban design.

Lighting Effects

The Project would create new sources of light, as part of the residential uses. The Project would use streetlights that would direct light downward onto roadways and pedestrian areas for purposes of safety, and would not spill onto adjacent properties. These sources of light, which would replace the existing Hunters View street lights and other outdoor lighting, would be

typical of urban development in San Francisco and would not generate obtrusive lighting that would change conditions in adjacent areas. This impact would be considered less than significant.

Cumulative Effects

Under existing the Bayview Hunters Point Redevelopment Plan, *San Francisco General Plan*, and *Planning Code* policies and controls, development could occur on nearby sites that would further change visual quality conditions in the Hunters View vicinity. However, as discussed in Section III.A, Plans and Policies, the nearby India Basin Shoreline is part of an on-going planning process that will establish land use and design policies and guidelines for the former PG&E power plant site, for infill along Innes Avenue, and for the waterfront property east of Innes Avenue. It is anticipated that India Basin Shoreline plans would address urban design goals recognizing waterfront views and open space and infill on hillside areas. Visual quality conditions resulting from development under such controls would not be expected to create substantial adverse visual effects. The *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report* found that development in the Hunters Point Shoreline Activity Node, which includes both the Hunters View site and the India Basin Shoreline area, would not have adverse effects on visual quality.[20] Therefore, the Hunters View project would not contribute to adverse cumulative visual quality effects.

D. TRANSPORTATION

This chapter summarizes the information presented in the *227–229 West Point Road Transportation Study*[21] conducted by DMJM Harris under the direction of the City and County of San Francisco Planning Department.

SETTING

REGIONAL ACCESS

Regional access to and from the Project Site is provided by U.S. 101 and the Bay Bridge (via the U.S. 101/Interstate 280 (I-280) interchange). On-ramps to northbound U.S. 101 are located at

[20] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.E-31 – III.B-32.

[21] DMJM Harris, *227–229 West Point Road Transportation Study, February 29, 2008*. This report is available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, Project File No. 2007.168E.

Alemany Boulevard (via Industrial Street), Bayshore Boulevard, and Cesar Chavez Street. Southbound off-ramps are located at Cesar Chavez Street/Bayshore Boulevard and Alemany Boulevard. U.S. 101 has southbound on-ramps at Cesar Chavez Street, Bayshore Boulevard/Potrero Avenue, and Alemany Boulevard, and northbound off-ramps at Alemany Boulevard and Bayshore Boulevard/Cesar Chavez Street. I-280 has southbound on-ramps at Cesar Chavez Street and Alemany Boulevard, and a northbound off-ramp at Cesar Chavez Street. Regional access to the North Bay is provided by U.S. 101 to the Golden Gate Bridge.

LOCAL STREETS

The following local streets serve the Project Site and vicinity, and the intersections evaluated in the Transportation Study these intersections are here after collectively referred to as the study area.

Third Street is the primary north-south arterial in the Bayview Hunters Point neighborhood, and extends from U.S. 101 near Le Conte Avenue to the south to Market Street in downtown San Francisco to the north. There are two lanes in each direction for most of its length, with the median occupied by the T-Third Street light rail line from south of China Basin Channel. At major intersections along Third Street, light rail vehicles have dedicated lanes and signal priority. In the *San Francisco General Plan*, Third Street is designated as a Major Arterial in the Congestion Management Plan (CMP) network.

25th Street is an east-west, two-lane roadway beginning east of Portola Drive and ending at Michigan Street. The portion of 25th Street in the vicinity of the Project Site terminates at U.S. 101. It will serve as one of two entry/exit points to the Metro East MUNI maintenance facility (under-construction) along Illinois Street.

Cesar Chavez Street is a major east-west arterial extending from Douglass Street in Noe Valley east to Pier 80. Cesar Chavez Street provides access to northbound and southbound I-280 and U.S. 101. In the vicinity of the Project Site, it generally operates with two lanes in each direction, with additional left- and right-turn lanes at some intersections. It will serve as the other entry/exit point to and from the new Metro East MUNI maintenance facility. In the *San Francisco General Plan*, Cesar Chavez Street is designated as a Major Arterial in the CMP network.

Cargo Way is an east-west arterial extending from Jennings Street northwest to Third Street, where it becomes Arthur Avenue. With two lanes in each direction, it primarily serves truck traffic to and from the Port of San Francisco Southern Cargo Terminal and the U.S. Postal

Service facility on Evans Avenue. Union Pacific Railroad (UP) track parallels Cargo Way and serves the cargo terminal. There is an at-grade crossing immediately north of the intersection of Third Street/Cargo Way.

Amador Street is an east-west roadway extending from Cargo Way east and terminating near industrial land uses next to the shoreline. UP track shares the north edge of the street and connects with the tracks extending across Third Street just north of Cargo Way. Amador Street will have a turnout to the under-construction Illinois Street Bridge (discussed further below), which will primarily serve truck traffic. The turnout will reduce currently heavy volumes of right turns from Cargo Way to Third Street.

Evans Avenue is an east-west arterial, beginning at Cesar Chavez Street and extending east, turning into Hunters Point Boulevard just beyond the intersection of Jennings Street and Middle Point Road. In the vicinity of the Project Site, it has two lanes in each direction, with additional left-turn pockets and dedicated bike lanes from Third Street to Hunters Point Boulevard. In the *San Francisco General Plan*, Evans Avenue is designated as a Major Arterial in the CMP network between Third Street and Cesar Chavez Street.

Illinois Street is a two-way roadway parallel to Third Street, from approximately Marin Street to just past 16th Street. In the vicinity of the Project Site, Illinois has two lanes in each direction, but it narrows to a total of three lanes (two northbound and one southbound) at 25th Street and then to two lanes at 23rd Street. Currently, the Illinois Street bridge crossing Islais Creek is under construction near 23rd Street. The two-lane (one lane in each direction) bridge will have rail to allow trains to access the cargo terminals north of the creek, but is expected to primarily carry truck traffic and a moderate amount of automobile traffic. The bridge project also includes the signalization of the intersections of Illinois Street/Cargo Way/Amador Street and Illinois Street/Marin Street and dedicated bike lanes on Illinois Street between Cesar Chavez Street and Marin Street. The bridge may be widened in the future to four lanes (two lanes in each direction) but the expansion project is not funded and is subject to further study. In this analysis, the Illinois Street bridge is assumed to be two lanes.

Keith Street is a two-lane local roadway extending from Evans Avenue to Hudson Avenue. It currently terminates at the Project Site.

Middle Point Road is a two-lane local roadway extending between Harbor Road and Evans Avenue. At Evans Avenue, it becomes Jennings Street, and at Harbor Road, it becomes Ingalls Street. It extends through the Project Site and serves as the only north-south roadway through the existing Hunters View site.

Fairfax Avenue is a two-lane local roadway extending from Newhall Street east to Keith Street.

INTERSECTION LEVEL OF SERVICE CONDITIONS

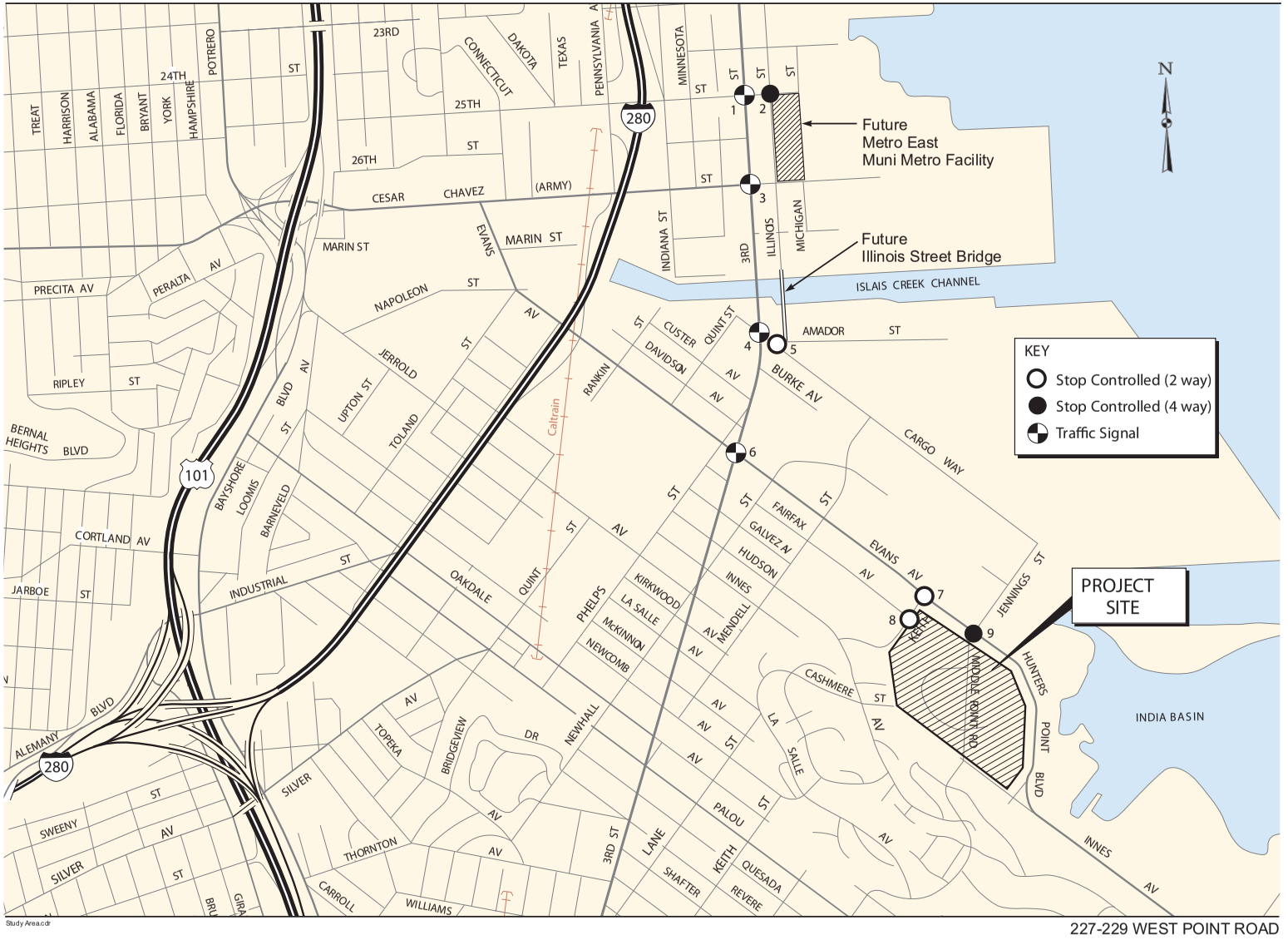
Existing intersection operating conditions were evaluated for intersection Level of Service during the weekday PM peak hour period (from 4:00 to 6:00 p.m.) for the following nine intersections in the vicinity of the proposed Project.[22] The selected intersections are those that serve the Project site and vicinity, and other nearby major routes such as Third Street. While some Project traffic would use U.S. 101 or I-280, the freeway access points are more distant from the Project site, and Project effects would not be expected to have a discernible effect on freeway ramps or freeway conditions.

- Third Street/25th Street
- Illinois Street/25th Street
- Third Street/Cesar Chavez Street
- Third Street/Cargo Way
- Cargo Way/Amador Street
- Third Street/Evans Avenue
- Keith Street/Evans Avenue
- Fairfax Avenue/Keith Street
- Middle Point Road/Evans Avenue

Intersection turning movement volumes were counted on Wednesday, August 1, 2007 at the nine study intersection, shown in Figure 9, p. 79.

The operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered excellent to satisfactory service levels, and LOS E and F represent unacceptable service levels.

[22] The PM peak-hour period represents the most congested period for traffic conditions on the area's streets and roadways, with typically higher traffic volumes than the weekday AM peak. Therefore, the PM peak is a conservative analysis of effects of Project traffic.



SOURCE: DMJM Harris/AECOM

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 9: PROJECT LOCATION AND STUDY INTERSECTIONS

The four signalized study intersections (Third Street/25th Street, Third Street/Cesar Chavez Street, Third Street/Cargo Way, and Third Street/Evans Avenue) were evaluated using the 2000 *Highway Capacity Manual* (*HCM)* methodology.[23] For signalized intersections, this methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. For unsignalized intersections, the average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay. In San Francisco, LOS A through D are considered satisfactory service levels, and LOS E and F conditions are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or F and the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (MUTCD) peak hour signal warrants are met.[24] As such, the operating conditions for unsignalized intersections are analyzed for the worst approach.

Table 4, p. 82 presents the results of the intersection LOS analysis for the existing weekday PM peak hour conditions. Currently, all study intersections operate with acceptable conditions (LOS D or better) during the weekday PM peak hour.

TRANSIT CONDITIONS

The Project Site is served by public transit, with local service provided by the San Francisco Municipal Railway (MUNI), which can also be used to access regional transit operators (Bay Area Rapid Transit (BART), AC Transit, Golden Gate Transit, SamTrans, and Caltrain).

MUNI

MUNI provides service within San Francisco, including bus (diesel and electric trolley), light rail (MUNI Metro), streetcar, and cable car lines. Three MUNI bus lines, the 19-Polk, 44-O'Shaughnessy, and 54-Felton, provide service in the vicinity of the Project Site; two bus lines, the 23-Monterey and 24-Divisadero, the T-Third Street light rail line are within walking distance

[23] As part of the *HCM* methodology, adjustments are typically made to the capacity of each intersection to account for various factors that reduce the ability of the streets to accommodate vehicles (such as the downtown nature of the area, number of pedestrians, vehicle types, lane widths, grades, on-street parking and queues). These adjustments are performed to ensure that the LOS analysis results reflect the operating conditions that are observed in the field.

[24] The Federal Highway Administration has developed 11 signal "warrants" that define minimum conditions under which signal installations may be justified.

or accessible via transfers. Table 5, p. **Error! Bookmark not defined.** presents the service frequencies and nearest stop locations for these MUNI lines.

Field observations of transit conditions in the project vicinity were conducted in August 2007 during the weekday PM peak period (4:00 p.m. to 6:00 p.m.). The following is a qualitative assessment of transit operations and capacity utilization.

TABLE 4
INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS

	Intersection	Traffic Control	LOS	Delay
1.	Third/25th	Signalized	B	15.4
2.	Illinois/25th	Stop Controlled (4-way)	A	7.7
3.	Third Street/Cesar Chavez Street	Signalized	C	27.6
4.	Third/Cargo	Signalized	C[a]	26.0
5.	Cargo/Amador[b]	Stop Controlled (2-way)	A	9.1
6.	Third/Evans	Signalized	D[c]	35.7
7.	Keith/Evans	Stop Controlled (2-way)	A	9.7
8.	Fairfax/Keith[d]	Stop Controlled (2-way)	A	9.0
9.	Middle Point/Evans	Stop Controlled (4-way)	A	8.4

Source: DMJM Harris, 2008.

Notes:

Delay in seconds per vehicle.

a. The westbound left turn (from Cargo Way onto Third Street) operates at LOS E in the Existing Conditions.

b. In the Baseline and Cumulative Conditions, this intersection will be modified to include the Illinois Street Bridge connection. Modifications would include the addition of the Illinois Street approach (from the north) and the signalization of the intersection.

c. The southbound left turn (from Third Street onto Evans Avenue) operates at LOS F in the Existing Conditions.

d. The proposed Project would include the addition of a fourth approach at the intersection of Fairfax Avenue and Keith Street. This intersection would be a four-way stop-controlled intersection.

TABLE 5
MUNI SERVICE IN PROJECT VICINITY

Route	Weekday PM Peak Hour Frequency (min)	Nearest Stop Locations
19-Polk	10	Middle Point Road/West Point Road
23-Monterey	15	Stops along Palou Avenue
24-Divisadero	10	Third Street/Palou Avenue
44-O'Shaughnessy	8-10	Middle Point Road/West Point Road
54-Felton	20	Stops along Hudson Avenue
T-Third	9-10	Hudson/Innes Station (Third Street at Hudson Avenue/Innes Street)
91-Owl[a]	--	Driver will stop at any corner when requested

Source: DMJM Harris, 2008.

Notes:

a. Route does not operate in the weekday PM peak hour.

The **19-Polk** is a crosstown route operating on Evans Avenue, Middle Point Road, and Innes Avenue near and through the Project Site that serves the former Hunters Point Shipyard at its southern terminus. The 19-Polk connects the Bayview-Hunters Point area with Potrero Hill, SOMA, the Civic Center, the Tenderloin, Polk Street, and Fisherman's Wharf. In the vicinity of the proposed Project, the line operates at low ridership levels, with heavier ridership in the downtown area.

The **23-Monterey** is a crosstown route that operates along Palou Avenue, with a terminus at Third Street and Palou Avenue. The 23-Monterey serves Bayview-Hunters Point, Bernal Heights, Sunnyside, St. Francis Wood, Sloat Boulevard, the San Francisco Zoo, and Ocean Beach. Inbound trips (departing Ocean Beach) pass by Third Street and Palou Avenue and make a loop in Hunters Point before returning to the terminal at Third Street and Palou Avenue. Outbound trips do not make this loop and head directly northwest on Palou. In the vicinity of the proposed Project, the line operates at low ridership levels, with heavier ridership near the Glen Park BART station and west.

The **24-Divisadero** is a crosstown trolley bus route that operates along Palou Avenue, with a terminus at Third Street and Palou Avenue. It connects Bayview-Hunters Point with Bernal Heights, Noe Valley, the Castro, the Fillmore, and Pacific Heights. The line operates at moderate ridership levels, with the highest ridership levels concentrated at transfer points such as Mission Street/30th Street and Castro Street/ Market Street.

The **44-O'Shaughnessy** is a crosstown route that operates along Evans Avenue and Middle Point Road, with a terminal at the U.S. Postal Service facility at Keith and Evans. It serves Bayview-Hunters Point, the Portola, Glen Park, Forest Hill, the Inner Sunset, Golden Gate Park, and the Richmond. The line operates at moderate ridership levels in the vicinity of the proposed Project, with higher ridership levels near the Glen Park BART station and Forest Hill MUNI Metro station. The line also stops near several schools west of the proposed Project, including Thurgood Marshall High School in Bayview-Hunters Point and School of the Arts near Glen Park, which leads to some crowding in morning periods and after school lets out.

The **54-Felton** is a crosstown route that operates along Hudson Avenue adjacent to the Project Site, with a terminal at Third Street and Hudson. It connects Bayview-Hunters Point with the Portola, the Excelsior, City College, Ocean View and Daly City BART. Inbound trips (departing from Daly City BART) pass by Third Street and Hudson Avenue, make a loop in the Hunters Point area, and then return to the terminal at Third Street and Hudson Avenue. Outbound trips (heading for Daly City BART) do not pass by the Project Site. In the vicinity of the proposed Project, the line operates at low ridership levels, with higher ridership levels around Balboa Park BART station.

The **T-Third Street** is a light rail line extending along Third Street, primarily connecting Visitacion Valley, Bayview-Hunters Point, Dogpatch, Mission Bay, The Embarcadero, and points downtown along Market Street. It is a surface line along Third Street and The Embarcadero until Folsom Street, where it enters the Market Street Subway. The T-Third Street is interlined with the K-Ingleside route, via the Market Street Subway, which continues to the West Portal Station, and Balboa Park BART station via Ocean Avenue. The line operates at high ridership levels in the vicinity of the proposed Project, serving as one of the main transportation lines between downtown and the City's southeastern neighborhoods. The maximum load points are concentrated along The Embarcadero and in the Market Street subway.

The **91-Owl bus line provides** late-night service around San Francisco from West Portal to San Francisco State University, via Ingleside, the Excelsior, Visitacion Valley, Bayview Hunters Point, Dogpatch, Mission Bay, SOMA, downtown, Chinatown, Fisherman's Wharf, the Marina, the Presidio, the Richmond, Golden Gate Park, the Sunset, and Parkside. In the vicinity of the Project Site, the bus travels along Third Street, Evans Avenue, Mendell Street, and Cargo Way.

Regional Transit

Transit service to and from the East Bay is provided by BART and AC Transit. BART operates regional rail transit service between the East Bay and San Francisco. Primary access to BART

from the project vicinity is by the 19-Polk, which stops on Market Street at the Civic Center BART station, and the 44-O'Shaughnessy, which travels west and stops at Glen Park BART. Alternative access is also provided by the 54-Felton, which stops at Balboa Park BART, and the T-Third Street, which makes all BART stops in the Market Street Subway. The primary commute direction for BART in the PM peak-hour is outbound from downtown San Francisco, with high ridership levels to the East Bay. BART trains south to Daly City, San Francisco International Airport, and Millbrae in the PM peak-hour operate at moderate to high ridership levels.

The Alameda-Contra Costa Transit District (AC Transit) is the primary bus operator for the East Bay, including Alameda and western Contra Costa Counties. AC Transit operates between the East Bay and San Francisco, all of which terminate at the Transbay Terminal (approximately four miles north of the Project Site). Primary access to the Transbay Terminal is by the T-Third Street at the Embarcadero or Montgomery BART stations, a short walk away from the terminal.

Transit service to and from the South Bay is provided by BART, SamTrans, and Caltrain. Access to BART is as mentioned above, although residents of the Project Site with destinations in the South Bay would likely use either Glen Park BART station or Balboa Park BART station. BART trains into San Francisco from the south in the PM peak-hour operate at low to medium ridership levels as this is the reverse commute direction.

SamTrans provides bus service between San Mateo County and San Francisco, including 14 bus lines which into San Francisco. Mission Street in downtown San Francisco and can be accessed via the 19-Polk and T-Third Street. Other SamTrans lines are accessible via Bayshore Boulevard, Mission Street at 30th Street, Silver Avenue, and Geneva Avenue. These buses usually operate at low to medium ridership levels.

Caltrain provides commuter rail passenger service between San Jose and San Francisco, with stations along the Peninsula. Caltrain currently operates 48 trains each weekday in both directions, with 11 trains in each direction operating as express "Baby Bullets" between San Jose and 4th and King Streets in San Francisco (T-Third Street). Caltrain serves the 22nd Street Station, a short walk from the T-Third Street stop at 23rd Street. Caltrain operates at moderate to high levels of ridership in the PM peak hour.

Transit service to and from the North Bay is provided by Golden Gate Transit buses and ferries. Bus service is accessible from stops in downtown San Francisco. Golden Gate Transit buses currently operate at low to moderate ridership levels. Golden Gate Transit also operate ferry service between Larkspur and San Francisco and between Sausalito and San Francisco, from the

Ferry Building, at The Embarcadero and Market Street, accessible by the T-Third Street line. Golden Gate Transit ferries currently operate at low to moderate ridership levels.

PEDESTRIAN CONDITIONS

With some exceptions, such as the west side of Middle Point Road between Evans Avenue and West Point Road, most roadways within the Project Site have sidewalks. Pedestrian access for some residents is inconvenient due to a looping street grid within the Project Site. There are several unimproved paths at the western edge of the site that open onto Keith Street – the result of pedestrians who take shortcuts in and out of the Project Site. These paths are unimproved and meander along a steep grade. The only crosswalks currently within the Project Site are yellow "zebra" crosswalks across Middle Point Road.

The accessibility of sidewalks in and around the Project Site ranges from fair to poor. The intersection of Evans Avenue and Middle Point Road, for example, has accessible curb ramps, but portions of other sidewalks have obstructions such as trees or shrubs that may make it difficult for wheelchair users to use the sidewalk. In addition, several of the sidewalks within the Project Site are located on a grade that compromises ADA accessibility. There is only one point of improved pedestrian access from Evans Avenue. Sidewalk width is generally five to six feet for most roadways in the vicinity of the Project Site. Pedestrian activity increases in proximity to Third Street, but the heavy truck volumes and lack of pedestrian-oriented land uses in the area likely contribute to a lack of pedestrian activity both within the Project Site and on surrounding streets. The majority of pedestrian traffic from the Project Site uses either Fairfax Avenue or Evans Avenue, generally to reach the T-Third Street MUNI stop.

BICYCLE CONDITIONS

There are five bicycle routes in the vicinity of the Project Site, consisting of Class II and Class III bikeways. Class II bicycle facilities are separate bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclists share travel lanes with vehicles. Class I bicycle facilities are bike paths separated from the roadway with dedicated paths for bicyclists. There are no Class I bicycle facilities in the study area. The major bicycle routes in the study area include the following:

Route 5 is a north-south bikeway from the intersection of Bayshore Boulevard and Geneva Avenue north along Bayshore Boulevard, Third Street, Illinois Avenue, and Terry A. Francois Boulevard to The Embarcadero, where it follows the waterfront until it ends at North Point

Street. The portion of Route 5 in the vicinity of the Project Site is a Class III bike route, while the portion from Terry A. Francois Boulevard north is a Class II bike lane.

Route 7 is an auxiliary north-south Class III bike route from the intersection of Keith Street and Carroll Avenue along Keith Street, Palou Avenue, Phelps Street, and Third Street in the vicinity of the Project Site. Further north, Route 7 uses Indiana Street to Route 5 on Mariposa Street and Illinois Street. Portions of Route 7 have a wide curb lane which can accommodate bicyclists and motor vehicles side-by-side.

Route 68 is a short east-west bikeway, extending from the Hunters Point Shipyard gate at Innes Avenue and Donohue Street, along Hunters Point Boulevard and Evans Avenue to Cesar Chavez Street, to Route 60. Between Third Street and Innes Avenue, Route 68 is a Class II bike lane, but is a Class III bike route elsewhere.

Route 70 is an east-west Class III bike route from Sloat Boulevard east along Monterey Boulevard, Silver Avenue, Oakdale Avenue, and Palou Avenue to Palou Avenue and Griffith Street. The portion of Route 70 between Third Street and Quint Street is actually Route 170, and is thus classified as a Class II bike lane.

Route 170 is a short east-west Class II bike lane along Oakdale Avenue, connecting Routes 7 and 70 with Route 25 on Bayshore Boulevard.

In addition to these five routes, portions of the existing San Francisco Bay Trail have been constructed along the waterfront at India Basin, allowing for recreational bicycle use.

Currently, limited bicycle activity was observed within or around the Project Site.

PARKING CONDITIONS

Field observations of parking conditions in the project vicinity were conducted in August 2007 during the weekday midday peak period (1:00 p.m. to 3:00 p.m.) and during the evening peak. The evening peak period observations were similar to midday peak conditions. There is currently ample on-street parking supply within the Project Site and along nearby roadways, with a total of approximately 25 percent of spaces occupied.

Middle Point Road has on-street parking on both sides of the road within the Project Site. Most parking is parallel, with approximately 20 perpendicular spaces immediately south of West Point Road. Parking is currently at low to moderate occupancy levels. Generally, street cleaning restrictions are the only parking controls in the Hunters View area.

West Point Road, which is within the Project Site, has on-street parking on both sides of the road. Parking consists of both parallel and perpendicular spaces, with the latter concentrated east and west of Middle Point Road. There is also parking in the cul-de-sac just east of Middle Point Road. Parking occupancy is at moderate levels around Middle Point Road, with lower occupancy levels further away.

Willis Street, which is within the Project Site, has on-street parking on both sides of the road. Parking consists of primarily parallel spaces, with additional parking in the cul-de-sac east of Middle Point Road. Parking is at moderate to high occupancy levels.

Evans Avenue has on-street parallel parking on both sides to the east of the Project Site. However, few parked vehicles were observed. No parking is allowed on Evans Avenue to the east of Middle Point Road.

Jennings Street has parallel parking. Several large trucks were observed parked on both sides of the roadway. Parking is prohibited between 12:30 a.m. and 5:00 a.m..

Keith Street has parallel parking on both sides of the street. However, no parked vehicles were observed.

Fairfax Avenue has parking on both sides, with parallel parking on the south side and perpendicular parking on the north side. Parking on the north side was approximately 25-30 percent occupied, with parking on the south side at lower occupancy levels.

IMPACTS

SIGNIFICANCE CRITERIA

The following are the significance criteria used by the Planning Department for the determination of impacts associated with a proposed Project:

- The operational impacts on signalized intersections are considered significant if project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The Project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of delay. In addition, the project would have a significant adverse effect if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in levels of service to unacceptable levels.
- San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies

from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines §15131 (a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter §16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the Project Site and then seek parking farther away if convenient parking is available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed Project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

- The Project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating delay or costs such that significant adverse impacts in transit service levels could result. With the MUNI and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the weekday PM peak hour.
- The Project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions

for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

- The Project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- The Project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed on-site loading supply or within on-street loading zones, and if it would create potentially hazardous traffic conditions.
- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

TRIP GENERATION

The proposed Project's person-trip generation would include trips made by residents and visitors to and from the proposed residential and retail uses. The residential and retail rates are based on weekday daily and PM peak hour trip generation rates from the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* ("*SF Guidelines*")[25] (such as the number of trips per unit for residential uses and trips per 1,000 gsf for the retail uses). Table 6, p. 91 presents the weekday daily and PM peak hour trip generation rates and daily and PM peak hour person trips generated by the proposed uses. The proposed Project would generate about 7,445 person-trips (inbound and outbound) on a weekday daily basis, and 1,212 person-trips during the weekday PM peak-hour.[26]

MODE SPLIT

The project-generated person-trips are assigned to travel modes in order to determine the number of auto, transit, and "other" trips, where "other" includes walking, bicycle, motorcycle, taxi and additional modes. Mode split and auto occupancy information for residential use is based on the *2000 U.S. Census Journey-to-Work* data. An average vehicle occupancy (obtained from the *2000 U.S. Census*) was applied to the number of auto person-trips to determine the number of vehicle-trips generated by the proposed Project. The Project Site overlaps Census Tracts 231.02 and 231.03, which include land uses similar to the proposed Project. Therefore, a weighted average of the Census Tracts was used to determine the residential mode split. The

[25] San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review,* October 2002.

[26] The management office space and community meeting space that would serve project residents would not affect overall project traffic.

mode split and auto occupancy information for retail land use is based on the *SF Guidelines* methodology.

Per the *SF Guidelines*, project trips were distributed to the four quadrants of San Francisco (Superdistricts 1, 2, 3 and 4),[27] and to the East Bay, North Bay, South Bay/Peninsula, and outside the region, based on the origin and destination of each trip.

Table 7, p. 92 presents the trip generation by mode for the proposed Project for the weekday PM peak-hour. Approximately 63 percent of the person-trips would be by auto, 25 percent by transit and 12 percent by walk/other modes. As noted in the table, the net trip generation audits the trips from the existing 267 units that would be demolished. In total, the proposed Project would generate 662 net-new vehicle trips during the weekday PM peak hour, of which 432 would be inbound and 230 would be outbound.

TABLE 6
PROPOSED PROJECT PERSON –TRIP GENERATION

		Person-Trip Rates		Person-Trips	
Land Use	**Size**	**Daily Trip Rate**	**PM Peak Hour as % of Daily**	**Daily**	**PM Peak Hour**
Residential – Proposed					
Studio/one bedrooms	145 units	7.5 per unit	17%	1,080	188
Two+ bedrooms	655 units	10.0 per unit	17%	6,552	1,135
Total	**800 units**	**-**	**-**	**7,632**	**1,323**
Residential (Existing)[a]					
Studio/one bedrooms	(31 units)	7.5 per unit	17%	(233)	(40)
Two+ bedrooms	(149 units)	10.0 per unit	17%	(1,492)	(259)
Total	**(180 units)**	**-**	**-**	**(1,725)**	**(299)**
Retail	**6,400 gsf**	**150 per 1,000 gsf**	**9%**	**960**	**86**
Daycare	**8,500 gsf**	**67 per 1,000 gsf**	**18%**	**570**	**103**
			Total Net (New)	**7,445**	**1,212**

Source: DMJM Harris, 2008.

Note:

a. Existing residential land use trips are subtracted from total project trips to represent net new trips.

[27] The four Superdistricts in San Francisco are based on the travel analysis zones established by the Metropolitan Transportation Commission (MTC).

TABLE 7
NET TRIP GENERATION – WEEKDAY PM PEAK-HOUR

	Person-Trips				
Land Use	**Auto**	**Transit**	**Walk/Other[a]**	**Total**	**Vehicle-Trips**
Residential -Proposed	890	376	56	1,322	807
Residential (Existing)[b]	(201)	(85)	(13)	(299)	(182)
Retail	56	10	20	86	30
Daycare	14	5	84	103	7
Total	**759**	**306**	**147**	**1,212**	**662**

Source: DMJM Harris, 2008.

Notes:

a. "Other" mode includes bicycles, motorcycles, and taxis.

b. Existing residential land use represents credit taken for existing uses that would be demolished.

TRIP DISTRIBUTION/ASSIGNMENT

This analysis assumed that the trip distribution for the work and non-work trips for residential uses would be the same. The distribution of trips was based on the *2000 U.S. Census* for residential trips.

The majority of the residential work (approximately 55 percent) and non-work trips during the weekday PM peak hour would come to and from Superdistrict 1 (essentially, downtown San Francisco), with smaller percentages to and from the other Superdistricts and the rest of the region. The retail work trips would be focused primarily in Superdistrict 3 and the South Bay, while non-work trips would be distributed more highly within Superdistrict 3 (approximately 61 percent) during the weekday PM peak hour. These distribution patterns were used as the basis for assigning project-related vehicle-trips to the local and regional roadway network and transit-trips to the local and regional transit operators.

TRAFFIC IMPACTS

The analysis compares project effects with Baseline Conditions. Baseline Conditions assume that construction of the two-lane Illinois Street Bridge and Metro East MUNI maintenance yard will be complete by the time the proposed Project is occupied. The difference between the Baseline Conditions and the Existing Conditions involves signalization and lane geometry at the Illinois Street/ Cargo Way/Amador Street intersection, as well as traffic volumes along Illinois Street and Third Street, as some traffic is expected to divert from Third Street onto Illinois Street. Table 8, p. 93, includes a comparison of the Existing and Baseline intersection

operating conditions for the weekday PM peak hour. In the Baseline Conditions, all study intersections would continue to operate at acceptable levels (LOS D or better) during the weekday PM peak hour.

TABLE 8
INTERSECTION LEVEL OF SERVICE – BASELINE PLUS PROJECT AND 2025 CUMULATIVE CONDITIONS

	Intersection	Existing Conditions		Baseline Conditions		Baseline plus Project Conditions		2025 Cumulative Conditions	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1.	Third/25th	B	15.4	B	14.3	B	19.2	**E**	**77.8**
2.	Illinois/25th	A	7.7	A	8.2	A	8.8	C	22.0
3.	Third Street/Cesar Chavez Street	C	27.6	C	29.1	C	32.4	**F**	**> 80.0**
4.	Third/Cargo	C	26.0	B	14.6	B	17.8	D	40.8
5.	Illinois/Cargo/Amador[a]	A	9.1	C	25.7	C	27.0	**F**	**> 80.0**
6.	Third/Evans	D	35.7	D	35.7	**E**	**62.1**	**F**	**> 80.0**
7.	Keith/Evans	A	9.7	A	9.7	B	12.8	C	24.2
8.	Fairfax/Keith	A	9.0	A	9.0	A	7.4	A	7.4
9.	Middle Point/Evans	A	8.4	A	8.4	B	14.3	**F**	**> 50.0**

Source: DMJM Harris, 2008.

Notes:

Delay in seconds per vehicle.

Bold denotes intersections operating unacceptably in the 2025 Cumulative Conditions

a. In the Baseline and Cumulative Conditions, this intersection will be modified to include the Illinois Street Bridge connection. Modifications would include the addition of the Illinois Street approach (from the north) and the signalization of the intersection.

b. The proposed Project would include the addition of a fourth approach at the intersection of Fairfax Avenue and Keith Street. This intersection would be a 4-way stop controlled intersection.

As discussed in Chapter II, Project Description, p. 40, the Project would add new street connections from the site via West Point Road to Fairfax Avenue and Keith Street, in addition to the current Middle Point/Evans and Middle Point/Innes access. Those changes are intended to improve overall vehicle and pedestrian access to the site and the neighborhood.

The two-lane Illinois Street Bridge and Metro East MUNI maintenance facility would divert trips from Third Street to Illinois Street. This modification would likely reduce the number of northbound and southbound left-turns on Third Street as vehicles would use Illinois Street and the corresponding east/west through streets crossing Third Street. Therefore, the average delay

at study intersections north of Evans Avenue are expected to vary in the Baseline Conditions, as shown in Table 8, p. 93. The travel patterns, and average delay, at study intersections on Evans Avenue are not expected to vary in the Baseline Conditions compared to Existing Conditions.

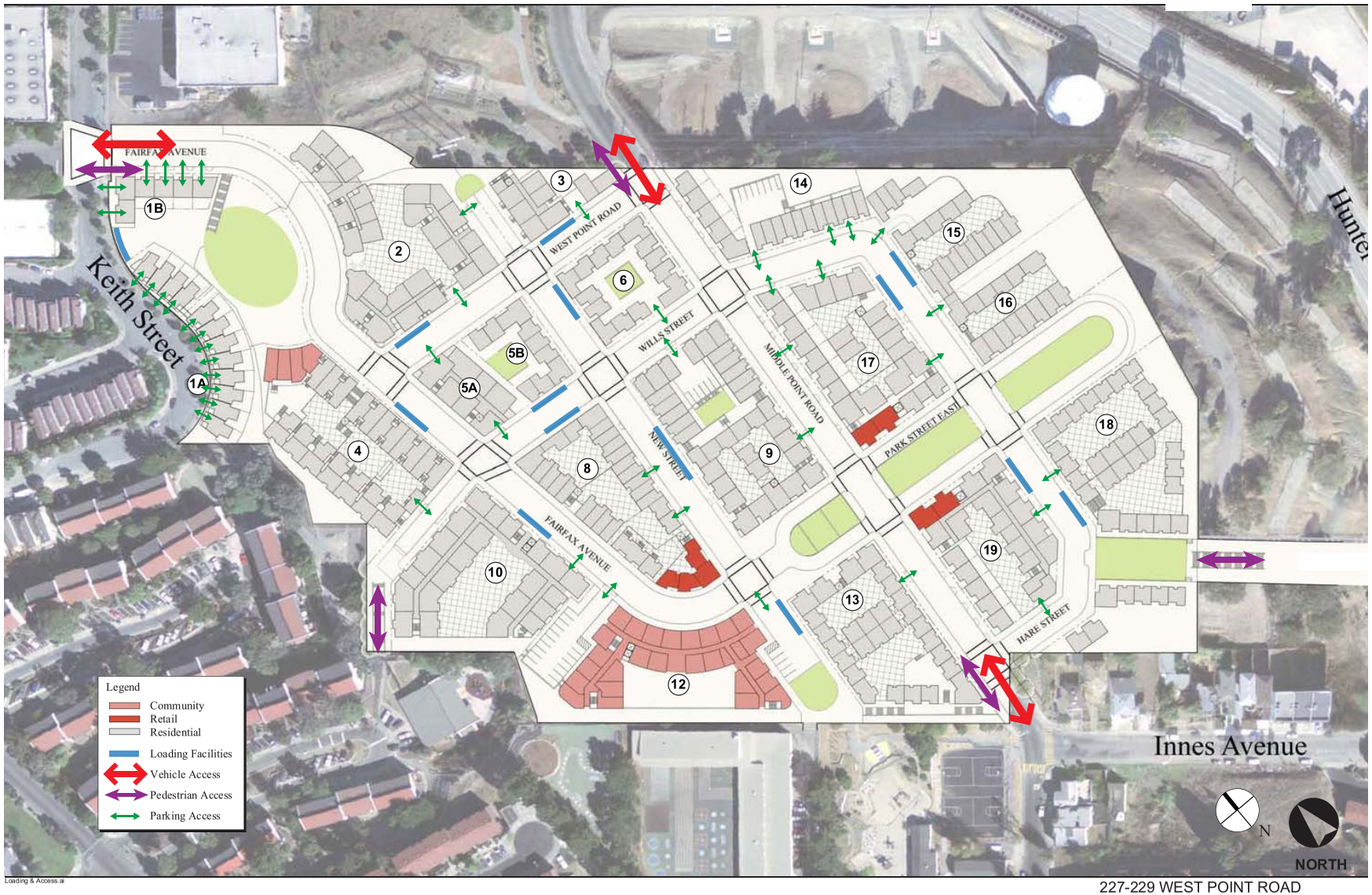
The proposed Project would generate approximately 662 net-new vehicle trips during the weekday PM peak-hour (432 inbound and 230 outbound). The majority of the timed traffic would use Evans Avenue to access local and regional roadways to the west of the Project Site. Therefore, the majority of inbound and outbound trips were assigned to the Project Site via the existing Middle Point Road/Evans Avenue intersection and the new Fairfax Avenue/Keith Street intersection proposed as part of the proposed Project (see Figure 10, p. 94). Table 8, p. 93 presents a comparison of the Baseline and Baseline plus Project intersection operating conditions for the weekday PM peak hour. At eight of the nine study intersections, the proposed Project would result in a minor increase in the average delay per vehicle (less than six seconds) resulting in no worse than LOS C. The Third Street/Evans Avenue intersection would degrade from LOS D to LOS E (average delay increase of 25.2 seconds per vehicle) with the addition of the traffic generated by the proposed Project. The proposed Project would therefore have a significant impact on the Third/Evans intersection conditions.

Chapter IV, Mitigation Measures, describes changes at the Third Street/Evans Avenue intersection that would improve Baseline plus Project Conditions to LOS D, and would avoid this significant adverse impact. No mitigation measure for the remaining eight intersections would be required for the Baseline plus Project Conditions, since the addition of project trips would not result in significant impacts during the weekday PM peak hour.

TRANSIT IMPACTS

The proposed Project would generate approximately 306 net-new transit trips (about 200 inbound and 106 outbound) during the weekday PM peak hour. Transit trips to and from the Project Site would likely use the 19 and 44 MUNI lines, which travel directly through the Project Site and have high service frequencies. It is anticipated that some riders would use the T-Third Street line, which has high service frequencies and good coverage for points in the downtown area.

The additional vehicle trips to and from the proposed Project would not be anticipated to substantially affect operations of the MUNI bus lines. Lines 19 and 44, which extend through the Project Site, may experience minor delays at the stop-controlled intersections along Middle Point Road. The proposed Project vehicle-trips generated would not result in any substantial



227-229 WEST POINT ROAD

SOURCE: DMJM Harris/AECOM

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 10: PROJECT LOADING AND ACCESS

conflicts with transit operations, in terms of turning movements or congestion at bus stops. Therefore, this impact would be less than significant.

While the proposed Project would not have significant adverse effects on transit conditions, to encourage transit use at the proposed Project, the Project Sponsor would explore establishing a transit pass program that would offer tax incentives or benefits to retail employees who use transit to and from the proposed Project.

PEDESTRIAN IMPACTS

Pedestrian trips generated by the proposed Project would include walk trips to and from the Project Site, plus walk trips to and from parked vehicles and transit lines. Overall, the proposed Project would add over 453 net-new pedestrian trips (including approximately 147 net-new walk or other trips and 306 net-new transit trips) to the adjacent sidewalks during the weekday PM peak hour.

The proposed Project would provide new sidewalks within the Project Site. In addition to the new Fairfax/Keith connection, pedestrians would have improved access to and from the Project Site via a new pathway with connections to Cashmere Court and to Innes Avenue near India Basin Shoreline Park, if the Project Sponsor can obtain site control for an easement across the PG&E property and the proposed walkway is constructed, see Figure 10 p. 94). Currently, the project vicinity has low to moderate pedestrian volumes, and pedestrian conditions would continue to remain acceptable after full buildout of the proposed Project.

BICYCLE IMPACTS

The proposed Project would provide 212 bicycle parking spaces, as required by *Planning Code* Section 155.5. Because the total retail square footage would not exceed 25,000 square feet, the *Planning Code* would not require bicycle parking or shower and locker facilities,

With the current bicycle and traffic volumes on nearby streets, bicycle travel generally occurs without major conflicts or safety issues. The proposed Project would result in an increase in the number of vehicles on the surrounding streets; this increase would not be substantial enough to affect bicycle conditions or operations in the area. This impact is considered less than significant.

PARKING REQUIREMENTS

The proposed Project would provide up to 816 parking spaces. *Planning Code* Section 151 would require 800 spaces for the residential units and 11 spaces for the retail uses, a total of 811 off-street parking spaces. For the retail portion of the proposed Project, two of the spaces must be accessible as required by the Americans with Disabilities Act (ADA). For the residential portion of the proposed Project, 30 of the spaces must be ADA-accessible. The proposed Project would comply with *Planning Code* and ADA requirements.

Parking Demand

Table 9, p. 97, presents the proposed Project weekday midday and evening parking demand. The proposed Project would have a parking demand of approximately 800 spaces during midday and 982 spaces during the weekday evening. Without considering existing residential units. Of the evening peak period demand, 31 spaces would be short-term and 951 would be long-term.

Table 9
Proposed Project Parking Demand

	Weekday Midday		Weekday Evening	
Land Use	**Short-Term**	**Long-Term**	**Short-Term**	**Long-Term**
Residential (Proposed)	(0)	746	(0)	932
Retail	31	23	31	19
Total (New)	**31**	**769**	**31**	**951**

Source: SF Guidelines; DMJM Harris, 2008.

a. Existing residential land use represents current tenants.

Parking Impacts

As shown in Figure 10, p. 94 the proposed Project would distribute off-street project parking throughout the site in both uncovered and covered facilities. Covered, lockable bicycle parking would be provided for most blocks. In addition to the off-street parking spaces, all streets within the Project would have on-street parking.

A comparison of the proposed Project's parking supply and the estimated parking demand was performed for both the weekday midday and evening conditions for each use. Assuming that the standard and tandem parking spaces meet or exceed the minimum *Planning Code*

requirement of 811 off-street parking spaces, the proposed Project would meet the parking demand during the midday period. However, the required 811 parking spaces would not be able to accommodate the evening long-term parking demand of 932 spaces. This would result in a maximum shortfall of about 170 parking spaces. This excess demand could be accommodated by on-street parking. As discussed in Environmental Setting, the on-street parking in the study area is approximately 25 percent occupied throughout the peak midday and evening periods. Although the roadway configuration would change with the proposed Project, the on-street parking capacity would likely remain the same, or increase. Since on-street parking in the vicinity of the Project Site is only approximately 25 percent occupied during the weekday midday period and evening periods, it would be possible for residents and visitors of the proposed Project to find more than 170 available parking spaces within the Project Site and the local vicinity. Because off-street and on-street parking supply would be expected to meet Project parking demands, and because parking shortfalls are not considered adverse effects for purposes of environmental review, parking impacts would be considered less than significant.

LOADING IMPACTS

However, the site plan would be revised to meet the minimum loading zone requirements per the *Planning Code*. The proposed Project would be required to provide four off-street loading spaces for the residential portion of the proposed Project (Section 151 of the *Planning Code*). The retail portion of the proposed Project would not require any off-street loading spaces because it does not exceed 10,000 square feet.

Loading Demand

The proposed Project would generate a total of 30 daily delivery/service vehicle trips (27.7 residential, 1.4 retail, and 0.9 daycare), which would correspond to a demand for less than two loading spaces during an average or peak hour of loading activities. Net new loading demand, accounting for existing uses at the site, would be about 23 trips per day.

Loading Impacts

The Project would include up to 14 on-street loading spaces, 40 feet in length. The loading spaces would be distributed throughout the site, including near proposed retail uses. These curb spaces would be marked as yellow zones, with automobile parking prohibited during loading times (generally between 7:00 a.m. and 5:00 p.m.). The curb loading zone plans would be reviewed and approved by the Department of Parking and Traffic.

Based on the size of moving vans and delivery trucks and the typical size of other service vehicles, the proposed loading spaces would be adequate to accommodate loading activities. If additional loading space were needed on a temporary basis, additional space would be reserved through the MTA Street Operations and Special Events Office, and loading activities would not disrupt normal traffic flow.

The location of the on-street loading spaces would be adequate to serve the proposed Project, as all uses would be within a short walking distance of a designated loading space. In addition, since the estimated loading demand for the Project as a whole would be 30 delivery/service vehicle trips per day, the proposed loading spaces would be adequate to service the proposed Project. Because the proposed Project would provide on-street loading spaces as opposed to off-street spaces as required by the Planning Code, the Project Sponsor would request approval for the loading spaces through the Planned Unit Development process. Therefore, loading impacts are considered less than significant.

CONSTRUCTION IMPACTS

Detailed construction plans for the proposed Project are not complete. It is anticipated that construction activities would take place in three independent phases over six years. Each phase is expected to last approximately 24 months. Phase 1 would begin in mid-2009; Phase 2 in mid-2011; and Phase 3 in mid-2013. The proposed Project is expected to be completed by mid-2015. In terms of units, occupied space, and construction activities required, the three phases of the proposed Project are approximately equal in size. Phase I is estimated to require about 1,000 truck round-trips, Phase II would require about 4,300 truck-round trips, Phase III would require about 1,600 truck round-trips. These truck trips include trips related to demolition, site preparation, excavation and transport of materials.

Construction activities would typically occur on weekdays from 7:00 a.m. to 5:00 p.m.; construction on weekends would only occur on an as-needed basis. It is anticipated that construction-related trucks would access the Project Site from Evans Avenue. In general, the impact of construction truck traffic would be the temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks, which may slightly affect both traffic and transit operations.

Although trip generation, trip distribution, and mode split data is not available for the construction workers, it anticipated that the number of daily and peak-hour construction-related trucks and workers would be substantially fewer than the number of vehicle-trips and transit-trips that would be generated by the proposed Project, even after occupancy of the new

Phase 1 and 2 units and during construction of Phase 3. As a result, potential impacts to the traffic and transit network would be less than effects from the proposed Project and would not substantially affect the transportation conditions, as both the local traffic and transit network generally have available capacity. Construction workers would be directed to park within the confines of the construction area.

Construction staging would occur primarily within the Project Site. However, temporary closure of a portion of Middle Point Road sidewalks may be needed for the construction of new curb-cuts and the reconstruction of old curb-cuts (during these times, pedestrians may need to be directed to use sidewalks on the other side of the street).

MUNI stops on Middle Point Road may need to be temporarily relocated during construction. However, any relocated stop would be expected to remain on Middle Point Road which travels through the site.

During specific construction phases, local roadways within Hunters View (Willis Street, West Point Road, and Hare Street) would be closed to general traffic. These closures would have minimal impact on residents, MUNI, and local traffic as these streets are residential and provide no outlet to other roadways. Any residents that currently live on any of these streets would be relocated during the corresponding phase of construction. If it were determined that travel lane closures would be needed, they would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). If it were determined that temporary MUNI stop relocation would be needed, this would be coordinated with the MUNI Street Operations/Special Events office.

Since the construction period of the proposed Project would not substantially affect traffic, transit, pedestrian, and bicycle circulation, construction impacts would be considered less than significant. Although construction effects would be less than significant, Chapter IV, Mitigation Measures and Improvement Measures, includes an improvement measure to reduce potential traffic disruption from Project construction traffic.

CUMULATIVE ANALYSIS (2025)

Methodology

Cumulative traffic growth would occur from other developments in the area, as well as from the proposed Project. For the development of future 2025 Cumulative traffic volumes, a two-step approach was applied.

Step 1 – the growth of the existing land uses in the area were evaluated and a background growth factor was determined. The growth factor was based on the expected increases in vehicle trips based on San Francisco County Transportation Authority model projections.

Step 2 - the trips produced by new land uses in the area based on the projections outlined in the Visitacion Valley/Executive Park traffic studies. These include changes in land uses in Hunters Point Shipyard, India Basin, and Candlestick Point. (Section III.A, Plans and Policies, p. 54, discusses potential plans at the Hunters Point Shipyard, Candlestick Point, and India Basin that are generally accounted for in this cumulative analysis.) These future traffic volumes were used to forecast the levels of service at the study intersections under 2025 Cumulative Conditions during the weekday PM peak hour.

Cumulative Traffic Impacts

Table 8, p. 93, presents the 2025 Cumulative intersection conditions during the weekday PM peak hour. Under 2025 Cumulative Conditions, five study intersections would operate at unacceptable conditions (LOS E or worse): Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue.

The decreased LOS at those five intersections is largely attributed to the future development in the area. The cumulative traffic growth on Evans Avenue, Cargo Way, Third Street, Cesar Chavez Street, Illinois Street, and 25th Street would be expected since each provides access to U.S. 101 and I-280. A substantial portion of the growth would be attributed to the buildout of Hunters Point Shipyard, India Basin, and Candlestick Point in the 2025 Cumulative Conditions.

To assess the effect of project-generated traffic on 2025 Cumulative Conditions, the proposed Project's contribution to the 2025 Cumulative traffic conditions was determined, with two different factors: the project-generated traffic as a percent of total 2025 Cumulative traffic volumes, and the project-generated traffic as a percent of only the increase in traffic volumes

between Baseline and 2025 Cumulative Conditions. The percent contributions were calculated at the nine study intersections and are presented in Table 10.

As Table 10 illustrates, the proposed Project's contribution to the cumulative growth in traffic volumes between Baseline and 2025 Cumulative Conditions would be greater than 5.0 percent to the cumulative growth all of the study intersections. The largest contribution to the growth (92.9 percent) would occur at the Fairfax Avenue/Keith Street intersection. As noted above, five study intersections would operate at unacceptable conditions (LOS E or worse) under 2025 Cumulative Conditions: Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue. The Project contribution to traffic growth at those five intersections would range from 7.1 percent to 41.4 percent of total volume, and 10.4 percent to 22.3 percent of growth. For this analysis, a greater than five percent Project contribution to the cumulative growth is considered significant. The proposed Project would therefore contribute to significant adverse cumulative impacts at those five intersections.

TABLE 10
PROPOSED PROJECT CONTRIBUTION TO 2025 CUMULATIVE CONDITIONS

	Intersection	Baseline Volume	Project Volume	2025 Volume	Contribution to Total	Contribution to Growth
1.	Third/25th	1,251	**296**	**4,101**	**7.2%**	**10.4%**
2.	Illinois/25th	381	121	1,382	8.8%	12.1%
3.	Third Street/Cesar Chavez Street	2,042	**362**	**5,092**	**7.1%**	**11.9%**
4.	Third/Cargo	1,354	296	4,107	7.2%	10.8%
5.	Illinois/Cargo/Amador	622	**349**	**2,400**	**14.5%**	**19.6%**
6.	Third/Evans	1,516	**343**	**4,829**	**7.1%**	**10.4%**
7.	Keith/Evans	486	342	1,578	21.7%	31.3%
8.	Fairfax/Keith	106	79	191	41.4%	92.9%
9.	Middle Point/Evans	514	**612**	**3,143**	**19.5%**	**23.3%**

Source: DMJM Harris, 2008.

Notes:

All volumes are weekday PM peak hour volumes

Bold denotes intersections operating unacceptably in the 2025 Cumulative Conditions

The other four study intersections would operate at acceptable LOS with cumulative conditions (see Table 8, p. 93), and the Project contribution would not be considered a significant adverse impact.

Chapter IV, Mitigation Measures and Improvement Measures, describes mitigation measures for cumulative conditions at Third Street/25th Street, Third Street/Cesar Chavez, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue. The proposed Project would, as noted above, contribute to a significant adverse impact at those intersections and could be responsible for a portion of the required future mitigation. Chapter IV concludes that mitigation measures to attain acceptable LOS for cumulative conditions at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue and Middle Point Road/Evans Avenue intersections would either not be feasible or would require further assessment of feasibility, and therefore, the cumulative impacts at those five intersections would be considered significant and unavoidable. Thus, the proposed Project would be considered to contribute to significant unavoidable adverse cumulative impacts at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections.

Cumulative Transit Impacts

With 2025 Cumulative Conditions, capacity utilization on MUNI bus lines serving the vicinity would be about 83 percent. The proposed Project would not contribute to a significant adverse cumulative transit effect. Ridership on the T-Third Street line in the 2025 Cumulative Conditions is expected to exceed capacity. The proposed Project contribution to T-Third Street ridership in the 2025 Cumulative Conditions would be three percent. The proposed Project's contribution to the increase in T-Third Street ridership between the 2025 Cumulative and Existing Conditions would be four percent. The proposed Project would contribute less than five percent to cumulative conditions on the T-Third Street line, and would not be considered to have a significant adverse impact.

It should be noted that this transit analysis is based on the current San Francisco County Transportation Authority model projections and Visitacion Valley/Executive Park traffic studies. While the ridership projections incorporate land use changes and travel demand growth, the projections do not incorporate proposed modifications to the transit service network. Network-wide transit improvements are currently being planned but have not yet been approved for implementation, and are therefore not assumed for the analysis. Therefore, the cumulative transit conditions noted above may be conservative, "worst-case" conditions.

E. AIR QUALITY

This section addresses the proposed Project's impacts on air quality from emissions generated from construction, operations, and from the production of GHG emissions. Emissions caused by construction activity would result from the demolition of buildings, dust from excavation and grading, and exhaust from construction equipment. These impacts are temporary and only last the duration of the construction period. The proposed Project would also produce operational emissions due to increased traffic volumes and equipment such as water heaters and ventilation equipment. Both the proposed Project's construction and operation would produce GHG emissions, which as discussed above, contribute to "global warming".

SETTING

EXISTING AIR QUALITY

Climate. The San Francisco Bay Area's regional meteorological conditions are cool and dry in the summers and mild and moderately wet in the winters. A daytime sea breeze provides fresh air to the Bay Area, but also tends to cause temperature inversions by positioning cool surface air underneath warmer upper-air. The inversions limit vertical motion of pollution and cause pollution potential to be the highest in the sheltered valleys throughout the region and in the subregions that are not directly affected by the marine air entering through the Golden Gate.[28]

Regional Air Quality. The nine-county San Francisco Bay Area Air Basin has a history of recorded violations of federal and state ambient air quality standards for ozone, carbon monoxide, and inhalable particulate matter. Since the early 1970s, the Bay Area has made progress toward controlling these pollutants. The area is now in attainment with all state and federal standards except those for ozone and PM_{10}. The Bay Area is an ozone nonattainment area for state and federal purposes. Although the Bay Area does not meet the state standard for PM_{10}, it does meet the federal standard.

The criteria air pollutants for which national and state standards have been promulgated (and that are most relevant to air quality planning and regulation in the Bay Area) are ozone, fine suspended particulate matter, and carbon monoxide.

The BAAQMD operates air quality monitoring stations in San Francisco at 10 Arkansas Street (at the foot of Potrero Hill) and at 939 Ellis Street (near the Civic Center). Either location would

[28] BAAQMD, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans,* April 1996, Revised December 1999, Appendix D.

be representative of conditions in the Project vicinity; however, the Ellis Street station monitors only carbon monoxide. Peak carbon monoxide concentrations observed at the Ellis Street station tend to be higher than those observed at Arkansas Street. Ozone, carbon monoxide, and particulate matter data at the Arkansas Street station show the following:[29]

- During the period of 2004 through 2006, the state and federal 1-hour and 8-hour ozone standards were not exceeded on any day at the Arkansas Street station.
- During the period of 2004 through 2006, the state 24-hour PM_{10} standard was exceeded less than one percent of the samples per year and the federal 24-hour standard was not exceeded at all. The state annual standard was exceeded in 2004 and 2006 and federal annual standard was not exceeded at all. The federal standards were not exceeded in the Bay Area.

The regional and local air quality data show that the region has made considerable progress toward meeting the state and federal standards. At this time, the region does not meet ozone and PM_{10} standards, and violations of the state and federal standards for ozone and PM_{10} continue to persist. Pollutants tend to be carried away from San Francisco into the more sheltered areas of the region and cause violations of the standards there. Therefore, regional benefits would occur with efforts to control San Francisco's emissions.

Local Air Quality. The emission sources that currently exist in the Project area are traffic-related; most notable are the heavy volumes of traffic along Third Street, Evans Avenue and Cesar Chavez. Emissions due to traffic congestion dominate the localized air quality in the Project vicinity. Existing land uses surrounding the Project vicinity constitute minor sources of air emissions (e.g., water heaters, ventilation equipment) from residential, office, and commercial activity.

Land uses in the vicinity of the Project include residential, retail, office, institutional, and parking. Motor vehicles are the primary source of pollutants in the area. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots." These hotspots can become a problem if people are exposed to the high concentrations for long periods of time (i.e., one hour or more when compared to the national and state 1-hour standards and eight hours or more when compared with the national and state 8-hour standards). The national 1-hour standard is 35.0 parts per million (ppm), and

[29] California Air Resource Board, *http://www.arb.ca.gov/qaweb/siteformap.php?s_arb_code=90306* , accessed December 28, 2007.

the state 1-hour standard is 20.0 ppm. The 8-hour national and state standards are both 9.0 ppm.

Project Vicinity. Land uses such as schools, children's day care centers, hospitals, and convalescent homes are considered more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions, and because the presence of pollution detracts from the recreational experience.

In general, the Hunters View Housing Project is transitioning from 13 units per acre density up to a 35.5 unit per acre density. This density is more consistent with the surrounding area, which is 23 to 35.5 units per acre. Most of the buildings in the area are characterized by low rise residential buildings. Sensitive uses in this area predominantly consist of residential and open space for public assembly and recreational uses, two elementary schools, and a church.

Naturally Occurring Asbestos (NOA). The term naturally occurring asbestos refers to a variety of six fibrous materials. Chrysotile is the most common material of this type found in California and is a part of the serpentine mineral group. Serpentine and NOA are frequently encountered in areas known as ultramafic rock units. NOA is known to be present in the serpentine conditions on the Project Site. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resource Board (CARB) in 1986. Asbestos may cause lung disease and cancer.

Asbestos. The buildings on the Project Site were completed in 1957. Due to their age, asbestos-containing materials (ACMs) may be found within these structures; which are proposed for demolition. Demolition of these buildings could result in asbestos and other hazardous building materials becoming airborne and potentially inhaled by humans. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. See Section III.H-8, Hazards and Hazardous Materials p. 171.

Greenhouse Gases (GHG). GHG emissions, produced by human activity, trap heat in the atmosphere and are implicated in global climate change, commonly referred to as "global warming." It is presumed that GHG emissions contribute to an increase in the temperature of the earth's atmosphere by preventing the escape of heat. The principal GHG emissions are carbon dioxide, methane, nitrous oxide, and water vapor. Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth's atmosphere, also contributes to retention of heat. Of these gases, carbon dioxide and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely by products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills, and nitrous oxide is emitted primarily from agricultural activities.[30] There is international scientific consensus that human-caused increases in GHG emissions has and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Some of the potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[31] Secondary effects are likely to include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Energy Commission (CEC) estimates that, in 2004, California produced 500 million gross metric tons (about 550 million U.S. tons) of carbon dioxide-equivalent GHG emissions.[32] The CEC found that transportation is the source of 38 percent of California's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.[33] In the Bay Area, transportation accounts for just over half of the Bay Area's 85 million tons of GHG emissions. Industrial and commercial uses generate

30 Other GHG emissions, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

31 California Air Resources Board (ARB), 2006a. Climate Change website (http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf) accessed March 24, 2007.

32 Because of the differential heat absorption potential of various GHG emissions, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption potential.

33 California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 - Final Staff Report, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the internet at: *http://www.arb.ca.gov/cc/ccei/emsinv/emsinv.htm accessed on September 17*, 2007.

about one-fourth of total GHG emissions, while domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent; power plants, 7 percent; and refineries, 6 percent.[34]

REGULATORY SETTING

Ambient Air Quality Standards. Federal, state, and local laws and regulations form the foundation for controlling air pollution in the United States. The federal Clean Air Act, including amendments of 1990, and the California Clean Air Act of 1988 specify that federal and state regulatory agencies set upper limits on the airborne, or ambient, concentrations of six criteria air pollutants. National ambient air quality standards exist for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter and lead.[35] Reactive organic gases (ROG) and nitrogen oxides (NO_x) are also regulated as precursor contaminants that react in the atmosphere to form ozone, and particulate matter is regulated as inhalable particulate matter ten microns or smaller in diameter (PM_{10}) and $PM_{2.5}$.

Federal and state air quality standards for these pollutants, presented in Table 11, p. 109 are upper limits designed to protect all segments of the population including those most susceptible to the pollutants' adverse effects (e.g., children, the elderly, people weak from illness or disease, or persons doing heavy work or exercise).

Air Quality Management Plans. The federal Clean Air Act, as amended, and the California Clean Air Act provide the legal framework for attaining and maintaining the ambient air quality standards. Both the federal and state acts require that the California Air Resources Board designate as "nonattainment areas" portions of the state where federal or state ambient air quality standards are not met. Where a pollutant exceeds standards, air quality management plans must be formulated that demonstrate how the standards will be achieved.

These laws also provide the basis for the implementing agencies to develop mobile and stationary source performance standards.

[34] BAAQMD, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002, November 2006. Available on the internet at: *http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf accessed on September 17*, 2007.

[35] National ambient air quality standards have been established for criteria pollutants, named for the criteria documents that justify their regulation.

TABLE 11
STATE AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standard[a,c]	Federal Standard[b]	
			Primary[c,d]	Secondary[c,e]
Ozone	1-hour	0.09 ppm (180μg/m³)	0.12 ppm (235 μg/m³)	Same as Primary
	8-hour	---	0.08 ppm (160 μg/m³)	Same as Primary
Carbon Monoxide	1-hour	20.0 ppm (23 mg/m³)	35 ppm (40 mg/m³)	---
	8-hour	9.0 ppm (10 mg/m³)	9.0 ppm (10 mg/m³)	---
Nitrogen Dioxide	1-hour	0.25 ppm (470 μg/m³)	---	---
	Annual Avg	---	0.053 ppm (100 μg/m³)	Same as Primary
PM_{10}	24-hour	50 μg/m³	150 μg/m³	Same as Primary
	Ann Geo Mn	20 μg/m³	---	---
	Ann Arith Mn	---	50 μg/m³	Same as Primary
$PM_{2.5}$	24-hour	---	65 μg/m³	Same as Primary
	Ann Arith Mn	12μg/m³	15 μg/m³	Same as Primary
Sulfur Dioxide	1-hour	0.25 ppm (655 μg/m³)	---	---
	3-hour	---	---	0.5 ppm (1,300 μg/m³)
	24-hour	0.04 ppm (105 μg/m³)	0.14 ppm (365 μg/m³)	---
	Ann Arith Mn	---	0.03 ppm (80 μg/m³)	---
Sulfates	24-hour	25 μg/m³	---	---
Lead	30-day Avg	1.5 μg/m³	---	---
	Calendar Qtr	---	1.5 μg/m³	Same as Primary
Hydrogen Sulfide	1-hour	0.03 ppm (42 μg/m³)	---	---
Visibility Reducing Particles	8-hour observation	Extinction coefficient of 0.23 per kilometer[f]	---	---

Source: Bay Area Air Quality Management District. *CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans,* April 1996, revised December 1999.

Notes: --- = no standard; ppm = parts per million; μg/m³ = microgram per cubic meter; mg/m³ = milligrams per cubic meter; Avg = average; Ann = annual; Arith = arithmetic; Geo = geometric; Mn = mean; Qtr = quarter.

a. California standards for ozone, CO, SO_2, NO_2, and PM_{10} and visibility reducing particles are values that are not to be exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In addition, Section 70200.5 lists vinyl chloride under standards for hazardous substances.

b. The form of the national standards (i.e., how the standard is applied) varies from pollutant to pollutant. For further information, 40 CFR Part 50 includes the relevant form for each federal standard.

c. Concentrations are expressed first in units in which they were promulgated. Equivalent units given in parentheses are based upon reference temperature of 25º Centigrade and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25º Centigrade and a reference pressure of 760 mm of mercury (1,013.2 millibar). Parts per million (ppm) in this table refers to ppm by volume or micromoles of pollutant per mole of gas.

d. Primary Standards: the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Each state must attain the primary standard no later than three years after that state's implementation plan is approved by the U.S. EPA.

e. Secondary Standards: the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standard within a "reasonable time" after the implementation plan is approved by U.S. EPA.

f. Prevailing visibility is defined as the greatest visibility which is attained or surpassed around at least half of the horizon circle, but not necessarily in continuous sectors. Visibility standard is expressed in terms of extinction due to particles when the relative humidity is less than 70 percent.

The Bay Area Air Quality Management District (BAAQMD) is primarily responsible for planning, implementing, and enforcing the federal and state ambient standards in the Bay Area. United States Environmental Protection Agency (EPA) approval of the *1982 Bay Area Air Quality Plan* (*1982 Plan),* which indicates how the BAAQMD will implement federal air quality requirements, resulted in the *1982 Plan* being incorporated into the *State Implementation Plan.* The region's *State Implementation Plan* is a compilation of plan components and air pollution control regulations that when taken together are designed to enable the region to attain and maintain the federal standards. Along with the BAAQMD, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments also contribute to the *State Implementation Plan.* The BAAQMD updated the *1982 Plan* and adopted the *Bay Area '91 Clean Air Plan* to implement the requirements of the California Clean Air Act of 1988. As required by the California Clean Air Act and subsequent 1992 amendments, the BAAQMD also prepared the *1994 Clean Air Plan Update*, the *Bay Area '97 Clean Air Plan*, and the *Bay Area 2000 Clean Air Plan*.

As of 2007, the state ozone and PM_{10} standards were exceeded (violated) in the region. To meet the state ozone standard, the BAAQMD adopted the *2000 Clean Air Plan* on December 20, 2000, and submitted it to the California Air Resources Board (ARB) as required by the California Clean Air Act. The *2000 Clean Air Plan* includes a control strategy review to ensure that the plan continues to include "all feasible measures" to reduce ozone. No state plan is required to meet state PM_{10} measures.

In 1998, the Bay Area was redesignated as a nonattainment area for the federal ozone standards. Under the EPA's direction, the BAAQMD prepared and submitted the *Bay Area Ozone Attainment Plan* in June 1999 (*1999 Plan*) as a revision to the *State Implementation Plan*. This attainment plan was partially rejected by the EPA. The parts of the *1999 Plan* that were disapproved include ozone attainment assessment, consistency of regional transportation plans and programs with air quality attainment plans, and the Reasonably Available Control Measure demonstration. In response to the EPA's disapproval of the *1999 Plan*, a *Bay Area 2001 Ozone Attainment Plan* (*Final Plan*) was prepared in June 2001 by the BAAQMD, MTC, and the Association of Bay Area Governments. The *Final Plan* was initially rejected by the California ARB prior to its submittal to the EPA, but was approved with addenda in 2001. On February 14, 2002, the EPA determined that the motor vehicle emission budgets in the *Final Plan* were adequate for conformity purposes.

The *State Implementation Plan* measures for reducing emissions of reactive organic compounds and nitrogen oxides affect all source categories. Emissions limitations are imposed upon

sources of air pollutants by rules and regulations promulgated by the federal, state, or local agencies. Mobile sources of air pollutants are largely controlled by federal and state agencies through emission performance standards and fuel formulation requirements. The BAAQMD regulates stationary sources through its permitting and compliance programs. The BAAQMD is responsible for implementing stationary source performance standards and other requirements of federal and state laws.

Local environmental plans and policies also recognize community goals for air quality. The *San Francisco General Plan* includes the 1997 Air Quality Element.[36] The objectives specified by the City include the following:

- Objective 2: Reduce mobile sources of air pollution through implementation of the Transportation Element of the *General Plan.*
- Objective 3: Decrease the air quality impacts of development by coordination of land use and transportation decisions.
- Objective 5: Minimize particulate matter emissions from road and construction sites.
- Objective 6: Link the positive effects of energy conservation and waste management to emission reductions.

Asbestos Containing Soils Regulations. The California Environmental Protection Agency's Air Resource Board (CARB) is the regulating body for mitigating construction activity relating to asbestos. CARB has established regulations for asbestos control measure for construction, excavation and grading. Because the Project would involve the excavation and grading of more than one acre of asbestos-containing soil the following CARB regulation would apply:

Areas greater than one acre that meet the criteria of having any portion of the area to be disturbed located in a geographic ultramafic rock unit or has naturally occurring asbestos, serpentine, or ultramafic rock as determined by the sponsor or an Air Pollution Control Officer shall not engage in any construction or grading operation on property where the area to be disturbed is greater than one acre unless an Asbestos Dust Mitigation Plan for the operation has been:

- Submitted to and approved by the district before the start of any construction or grading activity; and
- The provisions of that dust mitigation plan are implemented at the beginning and maintained throughout the duration of the construction or grading activity.

[36] City and County of San Francisco, Planning Department, Air Quality - An Element of the General Plan of the City and County of San Francisco, July 1997, updated in 2000.

Greenhouse Gases. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act. AB 32 focuses on reducing GHG in California and requires the CARB to adopt rules and regulations that would reduce statewide GHG emissions to 1990 levels by 2020. The CARB has already published a list of discrete early action GHG emission reduction measures that can be implemented by 2010. The law further requires that such measures achieve the maximum technologically feasible and cost-effective reductions in GHG.

Governor Arnold Schwarzenegger enacted Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The order also requires that a Low Carbon Fuel Standard for transportation be established for California.

Senate Bill (SB) 1368, the companion bill of AB 32, required the California Public Utilities Commission (PUC) to establish a GHG emission performance standard for baseload generation from investor-owned utilities by February 1, 2007. Similarly, the California Energy Commission (CEC) was tasked with establishing a similar standard for local publicly-owned utilities by June 30, 2007. These standards cannot exceed the GHG emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and the CEC.

IMPACTS

SIGNIFICANCE CRITERIA

The *BAAQMD CEQA Guidelines* identifies significance criteria to assist lead agencies in evaluating potential air quality impacts of projects. The City of San Francisco utilizes these criteria when evaluating proposed development projects and plans. As such, the Project may result in significant air quality impacts if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

IMPACTS

Construction Impacts. Demolition of existing buildings and construction of the Project would begin in 2009, and construction would be completed in approximately six years. Construction would involve excavation and grading to accommodate the new buildings and surface improvements. The new buildings would then be constructed and readied for use.

Construction activities would generate airborne dust that could temporarily adversely affect the surrounding area. The principal pollutant of concern would be PM_{10}. The *BAAQMD CEQA Guidelines* recommends the use of an analytical or qualitative approach to evaluate construction emissions, rather than a quantitative estimate. Because construction-related PM_{10} emissions primarily affect the area surrounding a project site, the BAAQMD recommends that all dust control measures that the BAAQMD considers feasible, depending on the size of the project, be implemented to reduce the localized impact to the maximum extent. Chapter IV, Mitigation Measure E-1.A and E-1.B are consistent with Objective 5 of the *San Francisco General Plan* Air Quality Element, and would be implemented in accordance with the BAAQMD's recommended construction control measures and standard City practices. With implementation of these measures, construction activities associated with the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This would be less-than-significant impact.

Construction activities could also generate airborne odors associated with the operation of construction vehicles (e.g., diesel exhaust) and the application of architectural coatings. However, diesel exhaust emissions can be minimized by implementing the mitigation measures noted below, and by placing stationary sources of diesel exhaust emissions (e.g., diesel-powered portable generators or air compressors) as far away from the Project's property line and sidewalks as possible. In addition, the application and use of architectural coatings are regulated by the BAAQMD.[37] As such, implementation of the recommended construction equipment exhaust mitigation measures and compliance with the BAAQMD's regulations regarding architectural coatings would reduce these impacts to a less-than-significant level.

As discussed above, the Project Site potentially contains soil with naturally occurring asbestos (NOA). If undisturbed, NOA is not hazardous, however, when asbestos-containing material is

[37] BAAQMD, *Regulation 8, Organic Compounds, Rule 3, Architectural Coatings,* BAAQMD Regulations, adopted March 1, 1978.

disturbed, asbestos fibers could become airborne thereby creating an inhalation hazard. However, CARB has created measures, which are listed above, that mitigate potential negative effects caused by NOA. By implementing the measures developed by CARB, the impact from NOA would be less than significant.

The Project would involve the demolition of buildings that potentially contain asbestos. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement is to be notified ten days in advance of any proposed demolition or abatement work in accordance with State regulations. The potential for releasing airborne asbestos during the demolition of the buildings and subsequent mitigation measures are discussed in further detail in Chapter III, H. Other Impacts Determined to be Less-Than-Significant, *Hazards and Hazardous Materials* p. 169, of this document.

Chapter IV, Mitigation Measure E-1.A and E-1.B, pp. 189 – 190, identifies ways to reduce PM_{10} Dust and equipment emissions. Mitigation Measure E-1.A requires that contractor(s) spray the site with non-potable water during demolition, excavation, and construction activities. It also requires covering debris, soils, and sand during hauling as well as sweeping surrounding streets. Mitigation E.1.B requires that the contractor(s) maintain and operate construction equipment so as to minimize exhaust emissions. This includes prohibition of idling, use of low emission diesel fuel, and the implementation of equipment maintenance programs.

Chapter IV, Mitigation Measure E-2, p. 190, requires the sponsor to analyze bedrock, planned for removal, for friable asbestos. If asbestos is discovered the sponsor will be responsible for compliance with Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operation as enforced by CARB. This includes implementing the CARB measures, listed previously, and submitting an asbestos Dust Mitigation Plan. The implementation of Mitigation Measures E-1.A, E-1.B, and E-2 would reduce construction impacts on air quality to a less-than-significant level.

Operational Impacts. The Project would violate an air quality standard if it were to generate new sources of operational emissions that generate 80 pounds per day of ROG, NO_x, or PM_{10} or causes CO concentrations to exceed the ambient standards or more than 550 pounds per day of emissions. When completed, the Project would include a maximum of 800 residential units (a net increase of up to 533 units) up to 816 parking spaces, 6,400 gsf of commercial space, 21,600 gsf of community space (a net increase of 14,000 gsf), and 58,000 gsf of public open space uses. The Project would generate about 3,980 daily vehicle trips by the residents, workers, and

visitors to the project. The daily operational emissions have been calculated using the URBEMIS 2007 emissions model and the traffic volumes for the Project in the *227-229 West Point Road Transportation Study*.[38] Table 12, p. 115, presents the thresholds recommended by the BAAQMD and the Project emissions. As shown, the daily operational emissions would not violate air quality standard or contribute substantially to an exiting or projected air quality violation. Therefore, this impact would be less than significant.

The Project would violate an air quality standard if it were to cause localized CO concentrations near congested intersection to exceed national or state standards or if concentrations exceeds the ambient air quality standard of 550 pounds per day. The BAAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak-hour turning volumes to the existing ambient CO air concentrations. For this analysis, CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the BAAQMD and presented in its *BAAQMD CEQA Guidelines*. The simplified model is intended as a screening analysis in order to identify potential CO hotspots. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations.

TABLE 12
DAILY OPERATIONAL AIR QUALITY EFFECTS WITH PROJECT

	Daily Emissions in Pounds per Day		
Source of Emissions	**ROG**	**NO_x**	**PM_{10}**
Residential	23.7	22.2	52.9
Commercial	1.4	1.8	4.2
Community Space	0.2	0.2	0.5
Total Emissions	**25.3**	**24.2**	**57.6**
Maximum Daily Thresholds	80.0	80.0	80.0

Source: PBS&J, 2008.

Notes:

Net daily emissions are calculated for 3,683 daily vehicle trips.

ROG = reactive organic gases; NO_x = nitrogen oxides; PM_{10} = particulate matter ten microns or smaller in diameter.

[38] DMJM Harris, *227 –229 West Point Road Transportation Study* January 25, *2007.* This report is available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, Project File No. 2007.168E.

Maximum existing and 2025 cumulative CO concentrations were calculated for the intersections evaluated in the *227-229 West Point Road Transportation Study* that operate at Level of Service (LOS) D, LOS E, or LOS F. These intersections have greater congestion and, therefore, higher localized concentrations of CO. The results of these calculations for representative receptor locations at 50 feet from each roadway are presented in Table 13, p. 116. These distances were selected because they represent the closest proximity in which a person may be living, working, or resting at the Project Site for more than one or eight hours at a time. As shown, under worst-case conditions, existing CO concentrations near all of the study area intersections would not exceed national or state 1-hour and 8-hour ambient air quality standards.

As shown in Table 13, p. 116, future CO concentrations near these intersections would not exceed the national 35.0 ppm and state 20.0 ppm 1-hour ambient air quality standards or the national 9.0 ppm and state 9.0 ppm 8-hour ambient air quality standards when the Project is fully operational. Therefore, sensitive receptors located in close proximity to these intersections would not be exposed to substantial pollutant concentrations, and the potential impacts of the Project would be less than significant.

TABLE 13
LOCALIZED CARBON MONOXIDE CONCENTRATIONS

	CO Concentrations in Parts per Million at 50 Feet from Roadway[a,b]			
	Existing-Plus-Project		Year 2025[c] Cumulative	
Intersection	1-Hour	8-Hour	1-Hour	8-Hour
Evans Avenue/Third Street	5.8	3.9	6.5	4.5
Illinois Street/Cargo Way/Amador Street	NA[d]	NA	6.0	4.1
Middle Point Road/Evans Avenue	NA	NA	6.2	4.3
Third Street/Twenty-Fifth Street	NA	NA	6.5	4.5
Third Street/Cargo Way	NA	NA	6.7	4.6
Third Street/ Cesar Chavez	NA	NA	6.8	4.2

Source: PBS&J, 2007.

Notes:

a. National 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.

b. National 8-hour standard is 9.0 parts per million. State 8-hour standard is 9.0 parts per million.

c. CALINE 4 analysis for 2025 was used, as it represents a more conservative analysis.

d. NA- Intersection would be at LOS C, LOS B, or LOS A and therefore is not analyzed for CO levels.

Greenhouse Gases Impacts. Implementation of the Project would contribute to long-term increases in GHG emissions as a result of traffic increases (mobile sources) and building heating (area sources), and would contribute indirectly to GHG increases through electricity generation. Direct project emissions of carbon dioxide, the primary greenhouse gas that would be emitted, would be an estimated 5,600 tons per year from mobile sources (vehicular travel) and 1,880 tons per year from area sources (almost entirely natural gas combustion for heating, assuming a conventional gas-fired system).[39] The Project would also require electricity, the production of which would create GHG emissions. Project electricity related GHG emissions were obtained by multiplying project vehicular GHG emissions by to the ratio of statewide electricity GHG to transportation source GHG, as taken from Table 6, in the California Energy Commission's *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*.[40] The total GHG emitted by the production of electricity for the Project would be approximately 2,900 tons annually. The total annual GHG emissions for the Project would total approximately 10,380 tons, or approximately 0.002 percent of total San Francisco GHG emissions for the year 2002.[41] The Project's incremental increases in GHG emissions associated with traffic increases and space heating would contribute to regional and global increases in GHG emissions and associated climate change effects. Neither the BAAQMD nor any other agency has adopted significance criteria or methodologies for estimating a Project's contribution of GHG emissions or evaluating its significance. However, it is assumed at this point that no individual development project, such as the proposed Project, could by itself generate sufficient emissions of GHG emissions to result in a significant impact in the context of the cumulative effects of GHG emissions. Moreover, as the Project would be developed in an urban area with good transit access, the Project's transportation-related GHG emissions would tend to be lower than those produced by the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in San Francisco. As new construction, the residential portion of the Project would also be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as moderate the Project's contribution to cumulative regional GHG emissions. Therefore, the Project would not result in significant impacts related to GHG emissions.

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[39] Estimate based on URBEMIS 2007 model, and does not subtract emissions from existing uses on the Project Site.

[40] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, Table 6, December 2006.

[41] Existing GHG emissions from BAAQMD, "Source Inventory of Bay Area Greenhouse Gas Emissions," Nov. 2006.

CUMULATIVE IMPACTS

The BAAQMD neither recommends quantified analyses of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. As discussed previously, the construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Likewise, construction employees will continue to drive from site to site over time. Because (1) construction activities would be temporary, (2) the contribution to the cumulative context is so small as to be virtually immeasurable, and (3) all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented in accordance with standard City practice, the contribution of construction emissions associated with the Project would not be cumulatively considerable.

With regard to operational emissions, the BAAQMD recommends several methodologies to determine the cumulative impacts of individual projects. For any project — such as the proposed Project — that would not have significant operational air quality impacts, the determination of significant cumulative impact should be based on an evaluation of the consistency of the Project with the local general plan and of the general plan with the current *Clean Air Plan*.

The *San Francisco General Plan* includes the 1997 Air Quality Element, updated in 2000. This element is consistent with the *2000 Clean Air Plan*.[42] Although the Project would intensify activity on the Project Site, this project would be generally consistent with the planned uses and goals of the RM-1 Use District and the *Bayview Hunters Point Redevelopment Plan*. Fugitive dust control measures would be implemented during project construction, consistent with Objective 3 of the *San Francisco General Plan* Air Quality Element update. In addition, no significant PM_{10} sources would be associated with the Project beyond construction. For these reasons, the operational characteristics of the Project would not cause a cumulatively considerable increase in regional air pollutants.

Table 13, p. 116, shows the future CO concentrations at the study intersections in the vicinity of the Project Site in 2025, with cumulative development that includes the Hunters View Housing Project. Localized concentrations of CO would change as a result of cumulative growth in the Project vicinity. However, as shown in Table 13, p. 116, future CO concentrations near these

[42] BAAQMD, *Bay Area 2000 Clean Air Plan and Triennial Assessment*, Adopted by BAAQMD Board of Directors December 20, 2000.

intersections would not exceed the national 35.0 ppm and state 20.0 ppm 1-hour ambient air quality standards or the national 9.0 ppm and state 9.0 ppm 8-hour ambient air quality standards. Therefore, sensitive receptors located in close proximity to these intersections would not be exposed to substantial pollutant concentrations, and the impact of cumulative development would not be significant.

F. NOISE

SETTING

Sound is created when vibrating objects produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are amplitude, which we experience as a sound's "loudness," and frequency, which we experience as a sound's "pitch." The standard unit of sound amplitude is the decibel (dB); it is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. The human ear's sensitivity to sound amplitude is frequency-dependent; it is more sensitive to sound with a frequency at or near 1000 cycles per second than to sound with much lower or higher frequencies.

Most "real world" sounds (e.g., a dog barking, a car passing, etc.) are complex mixtures of many different frequency components. When the average amplitude of such sounds is measured with a sound level meter, it is common for the instrument to apply different adjustment factors to each of the measured sound's frequency components. These factors account for the differences in perceived loudness of each of the sound's frequency components relative to those that the human ear is most sensitive to (i.e., those at or near 1000 cycles per second). This adjustment is called "A-weighting." The unit of A-weighted sound amplitude is also the decibel; however, in reporting measurements to which A-weighting has been applied, an "A" is appended to dB (i.e., dBA) to make this clear.[43]

Noise is the term generally given to the "unwanted" aspects of intrusive sound. Many factors influence how a sound is perceived and whether it is considered annoying to a listener. These

[43] A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

factors include not only the physical characteristics of a sound (e.g., amplitude, frequency, duration, etc.), but also non-acoustic factors (e.g., the acuity of a listener's hearing ability, the activity of the listener during exposure, etc.) that can influence the degree of "unwantedness" for a listener, or receptor. Excessive noise can negatively affect the physiological or psychological well-being of individuals or communities.

All quantitative descriptors used to measure environmental noise exposure recognize the strong correlation between the high acoustical energy content of a sound (i.e., its loudness and duration) and the disruptive effect it is likely to have as noise. Because environmental noise fluctuates over time, most such descriptors average the sound level over the time of exposure, and some add "penalties" during the times of day when intrusive sounds would be more disruptive to listeners. The most commonly used descriptors are:

- **Equivalent Energy Noise Level** (L_{eq}) is the constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No "penalties," or adjustments, are added to any noise levels during the exposure time; thus, there is no change in this noise metric if the noise were to occur during late night hours. The L_{eq} would be the same regardless of the time of day during which the noise occurs.
- **Day-Night Average Noise Level** (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA "penalty" added to noise levels during the hours of 10:00 p.m. to 7:00 a.m. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the L_{dn} would always be higher than its corresponding 24-hour L_{eq} (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA L_{eq}, but a 66.4 dBA L_{dn}).
- **Community Noise Equivalent Level** (CNEL) is an L_{dn} with an additional 5 dBA "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m. In most cases of environmental noise exposure, L_{dn} and CNEL levels are essentially equivalent.

Vibration. Vibrating objects in contact with the ground radiate energy through that medium; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The ground motion caused by vibration is measured in vibration decibels (VdB). The vibration threshold of perception for humans is approximately 65 VdB; at 75 VdB, vibrations become distinctly perceptible to many people; at 100 VdB, minor damage can occur in fragile buildings.

Existing Ambient Noise Levels. The existing noise environment in the Project area is typical of noise levels in urban San Francisco. The primary sources of noise in the Project area are traffic-related; most notable are the heavy volumes of traffic along Third Street and Evans Avenue. Existing land uses surrounding the Project vicinity constitute minor sources of noise

(e.g., ventilation equipment, etc.) from residential, office, and commercial activity. Existing noise from the Project Site is primarily from cars travelling on roadways serving the site.

In general, retail, residential, institutional uses, and open space predominate the Project vicinity on Third Street and Evans Avenue. Indian Basin Shoreline Park, a public park is across Innes Avenue from the Project Site.

REGULATORY SETTING

The *San Francisco General Plan* includes Land Use Compatibility Guidelines that suggest satisfactory noise levels for various land uses, and are based on compatibility guidelines from the California Department of Health, Office of Noise Control. The *General Plan* indicates that the maximum exterior noise level considered satisfactory for residential use is 60 dBA CNEL; 65 dBA CNEL for schools, libraries, churches, hospitals, day care centers, and nursing homes; and 70 dBA for office and commercial uses, and parks.

The *San Francisco Noise Ordinance* regulates both construction noise and fixed source noise within the City. While unnecessary, excessive, or offensive noise limits are imposed to protect all people in an area, nuisance noise is generally limited by the *Noise Ordinance* to within 5 dBA of ambient noise levels. Article 29 of the *San Francisco Police Code* regulates fixed and mobile noise sources; Sections 2907 and 2908 of the *Code* regulate noise from construction equipment to 80 dBA L_{eq} at a distance of 100 feet from such equipment during the hours from 7:00 a.m. to 8:00 p.m. Construction activities during the nighttime period from 8:00 p.m. to 7:00 a.m. may not exceed the ambient level by 5 dBA at the nearest property line, unless a special permit is granted prior to such work. Section 2909, Fixed Source Levels, regulates mechanical equipment noise.

IMPACTS

SIGNIFICANCE CRITERIA

The CEQA Guidelines state that a noise impact would normally be considered significant if noise levels generated by the proposed Project would conflict with local goals and plans, or if noise level increases would be significant. For the purposes of this EIR, a noise or vibration impact would be considered significant if:

- Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies;

- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project above levels existing without the project;
- Exposure of people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport; or
- Exposure of people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip.

The following analysis addresses potential impacts related to construction noise, on-site noise exposure, and increases in off-site ambient noise levels. The Project Site is not within an airport land use plan area or near a private airstrip.

Construction Noise. Construction of the proposed Project would potentially cause disturbance to nearby residents, businesses, and occupants of Hunters View Housing. The Project would have three phases, which would also allow all of the existing Hunters View residents to be temporarily relocated, and then permanently located on-site. As a result, no residents would be displaced. Project construction would require the use of heavy equipment for demolition, site grading and excavation, paving, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, mechanical equipment, and other noise sources. During each construction stage, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the building demolition or construction activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. It indicates that noise levels generated by heavy equipment can range from approximately 68 dBA L_{eq} to noise levels in excess of 95 dBA L_{eq} when measured at 50 feet.[44] However, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the noise source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the noise source to the receptor.

[44] 95 dBA (50 feet) – 6 dBA (double distance to 100 feet) = 89 dBA

Construction activities at the Project Site would be mostly limited to the daytime hours. Trucks and other heavy equipment at the Project Site would be used during construction activities and would result in noise levels of about 95 dBA L_{eq} at 50 feet, or about 89 dBA L_{eq} at 100 feet. Without mitigation, noise levels during construction could exceed the *San Francisco Police Code* regulations for noise from construction equipment of 80 dBA L_{eq} at a distance of 100 feet.

Chapter IV, Mitigation Measure F-1, p. 191, limits construction activity between 7:00 a.m. to 6:00 p.m. during weekdays, and 7:00 a.m. to 5:00 p.m. on weekends. A permit would also be required for nighttime construction. This mitigation measure also requires the contractors to implement noise reduction measures that include mufflers, relocation of equipment away from receptors where possible, and shutting off idling equipment.

Implementation of Mitigation Measure F-1 would result in *less-than-significant* impacts from construction of the proposed Project.

Construction Vibration. Operation of construction equipment would also have the potential to generate low levels of groundborne vibration. The Federal Transit Administration (FTA) has identified various vibration velocity levels for the types of construction equipment that would operate at the Project Site during construction. Vibration levels from construction of the proposed Project would result in vibration levels of about 80 to 81 VdB at 50 feet from the source from operation of trucks and tractors. The closest vibration sensitive receptors would be residents on the Project Site. As the closest residents would be closer than 50 feet, construction of the proposed Project would exceed 80 VdB at that distance. In general, ground vibrations from these construction activities would very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the site. However, the construction activities would be limited to daytime hours between 7:00 a.m. through 8:00 p.m. in accordance with Section 2908 of the San Francisco Municipal Code. Thus, construction would not occur during recognized sleep hours. There still would be a potentially significant impact regarding the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels during daytime hours.

Chapter IV, Mitigation Measure F-2, p. 191 would require the Project sponsor to provide notification to the closest receptors at least ten days in advance of construction activities that could cause vibrations, the phasing of vibration causing construction activity so as not to occur in the same time period. Additionally, this mitigation measure would require vibration-generating equipment to operate at a distance from sensitive receptors, where feasible, and would require implementing the use of demolition methods that reduce vibrations.

Implementation of Mitigation Measure F-2 would reduce vibration impacts to less than significant.

Operational Effects

Exterior Traffic Noise. The most significant existing source of noise throughout most of San Francisco is traffic. This is true of the Project Site because of its proximity to traffic on Third and Evans Avenue, and MUNI bus lines 19 and 44, which run along Innes Avenue and Middle Point Road. The existing noise environment in the Project vicinity is typical of noise levels in urban San Francisco. Traffic noise created by the proposed Project would be due to additional automobiles and limited truck deliveries, and the general coming and going of residents, employees, and other visitors.

Typically, noise levels diminish as distance from the source to the receptor increases. Other factors such as the weather and reflecting or shielding intensify or reduce noise levels at any given location. A common rule for traffic is that for every doubling of distance from the road, the noise level is reduced by about three dBA. In addition, a doubling of traffic on any given roadway would cause a noise increase of approximately three dBA. Based on the Transportation Study, the proposed Project would increase traffic by less than 23 percent of the total existing traffic volume along the nine study intersections in the Project vicinity. However, five of the road segments analyzed in the Transportation Study would experience a more than doubling of traffic volumes in the Project vicinity. These roads include Fairfax Avenue, 25th Street, Middle Point Road, Cargo Way, Jennings Street, and Illinois Street. The doubling of traffic on these roads would result in an increase of exterior traffic noise greater than three dBA. A segment of Middle Point Road traffic volumes would quadruple, which would result in the exterior traffic noise increasing by 9 dBA. However, the existing noise levels in the Project vicinity are considered low. Based on traffic noise modeling, the highest noise level would occur on Cargo Way, east of Amador Street, and would equal approximately 62 CNEL.[45] This segment of Cargo Way is in an industrial area and the noise increase would not significantly affect the surrounding land uses. All other road segments are projected to have noise levels less than 60 CNEL, which the *General Plan* considers satisfactory for residential use. Therefore, the proposed Project would not cause a significant increase in the exterior traffic noise level in the Project vicinity.

[45] Calculations completed by PBS&J, 2007. This document is available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2007.0168E.

Ambient Noise Levels. Residential uses fronting the Project Site access roads Middle Point Road, Hunters Point Road, and Keith Street could be exposed to increases in exterior traffic noise levels. Although there would be the doubling of traffic volumes on some road segments, which would increase the ambient noise levels, the noise level increases would not be significant because of the low existing ambient levels in the area. Based on the noise modeling, the noise levels in residential areas would not exceed 60 CNEL. Therefore, the proposed Project would not cause a substantial increase in ambient noise levels that would result in a significant impact.

The proposed Project would also introduce noise associated with the occupancy and operation of the proposed Project. Operation noise at the Project Site would primarily be associated with noise from ventilators and other mechanical equipment. Depending on the equipment to be used and its location in the proposed Project buildings, the heating, ventilating, and air conditioning (HVAC) systems could result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet. *San Francisco Police Code* Section 2909 regulates noise levels for stationary equipment within the City. Based on the regulations, noise levels from stationary equipment at the Project Site would be significant if noise levels exceed 60 dBA at the property line. Noise levels from stationary equipment for the proposed Project could exceed 60 dBA at the property line depending on the size of the equipment to be installed, placement of the equipment, and level of shielding.

Chapter IV, Mitigation Measure F-3, p. 192 requires developers to provide shielding to minimize noise from stationary mechanical equipment, such as noise levels at the nearest property line would be below 50 dBA.

Implementation of Mitigation Measure F-3 would reduce this impact to less than significant.

Cumulative Effects

The construction periods of other development projects in the vicinity of the proposed Project may overlap with that of the proposed Project. This EIR thus conservatively assumes that construction of the proposed Project and other foreseeable development would occur simultaneously.

Assuming concurrent construction, noise from nearby construction of other approved and foreseeable projects would be added to noise from construction of the proposed Project. As discussed above, noise from construction associated with the proposed Project could result in noise levels of 95 dBA without mitigation. This would also be true for the combined

construction noise levels from both projects. However, construction activities from both projects are expected to occur during the hours permitted under the *San Francisco Municipal Code*, and the proposed Project would implement Mitigation Measure F-1, which would reduce the proposed Project's contribution to the cumulative noise environment. Consequently, concurrent construction activity of the proposed Project would not have a cumulatively considerable noise impact.

Due to the localized nature of vibration impacts, cumulative groundborne vibration impacts would be limited to only projects within the immediate vicinity of the Project Site. However, groundborne vibration at each of the construction sites in the Project vicinity would continue to be isolated within close proximity to the individual pieces of construction equipment. Groundborne vibration associated with construction of the proposed Project would be minimized through implementation of Mitigation Measure F-1 to a less-than-significant level, and as such, the vibration impact of the proposed Project would not be cumulatively considerable.

Noise from operation of the proposed Project would also have the potential to add to cumulative conditions with other foreseeable developments in the City. Traffic from the proposed Project and other foreseeable developments would be added to the surrounding roadway network and result in increases in the traffic noise levels along these roadways. As noted above, the proposed Project would result in the generation of about 662 new vehicle trips in the PM peak hour.

As discussed above, the doubling of traffic on a road segment would result in an approximate increase of three dBA. Under 2025 Cumulative Conditions, approximately 15 road segments analyzed in the Transportation Study would experience a more than doubling of traffic volumes. However, the existing noise levels in the Project vicinity are considered low. Based on traffic noise modeling, three segments of Third Street and one segment of Evans Avenue would experience traffic noise levels above 60 CNEL.[46] Evans Avenue, just west of Third Street, would experience traffic noise levels of approximately 62 CNEL. This segment of Evans Avenue is in an industrial area and therefore, this increase would not be considered a significant impact on CNEL. Third Street, between 25th Street and Cargo Way, would experience traffic noise levels of approximately 62 CNEL. These traffic noise levels would largely result from cumulative traffic volumes from the City and not from Project generated

[46] Calculations completed by PBS&J, 2008. This document is available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2007.0168E.

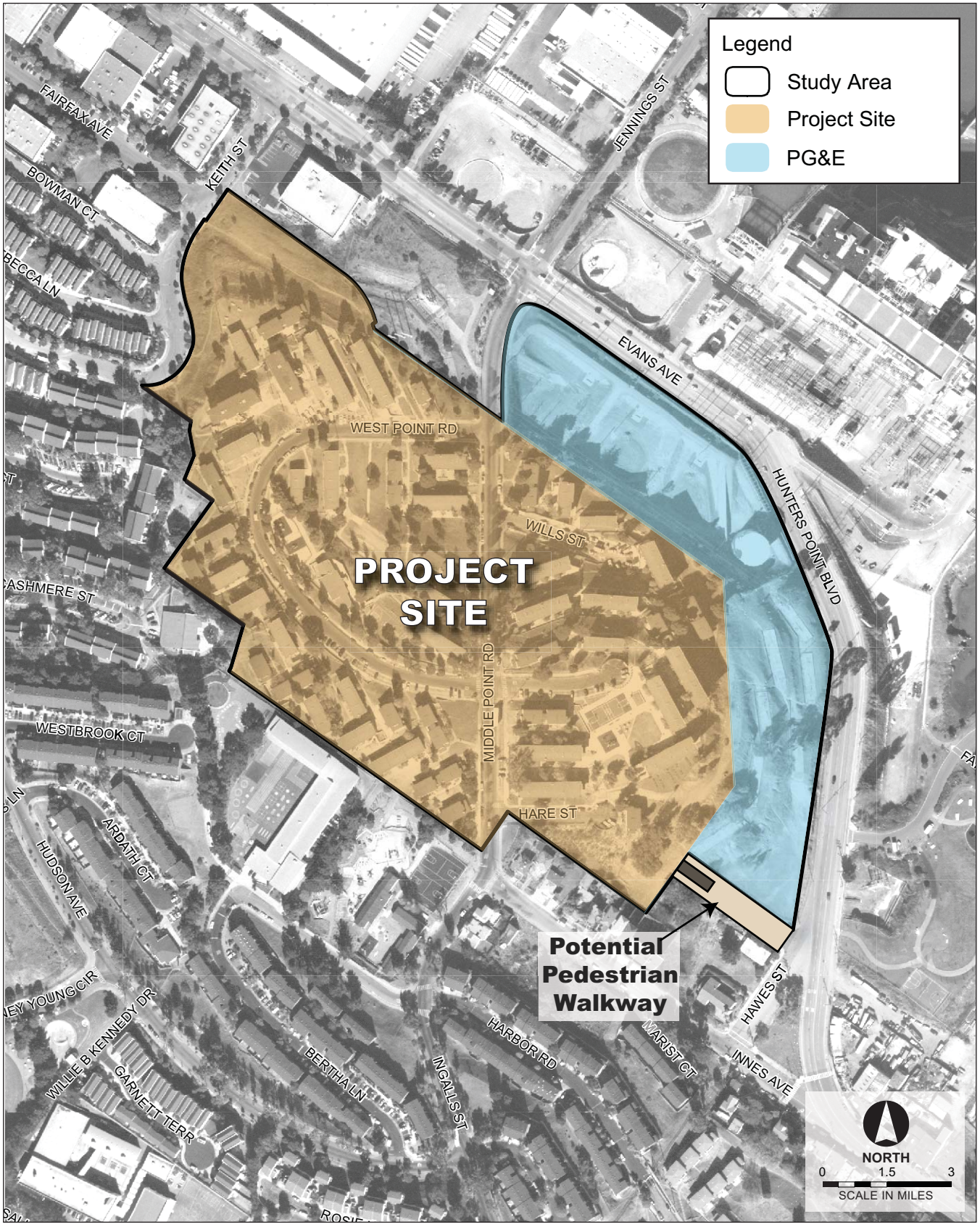
traffic. Third Street, a mixed-use commercial and residential corridor currently has high traffic volumes and noise levels. All other road segments analyzed in the Transportation Study are projected to have noise levels less than 60 CNEL, which the *General Plan* considers satisfactory for residential use. Therefore, the proposed Project's traffic noise impacts would not contribute to cumulative noise increases that would be considered significant adverse impacts.

Operational noise levels associated with the proposed Project buildings' occupancy and operation would be limited to the immediate vicinity of the proposed Project. Developments with in the Project vicinity would be required to comply with the *San Francisco Noise Ordinance*, *San Francisco Police Code* Section 2909, Fixed Source Levels, which regulates mechanical equipment noise. Most of the Project Site is zoned as RM-1 zone which requires that fixed source noise not exceed 50 dBA, at the property line, between 10:00 p.m. and 7:00 a.m. The proposed Project would implement Mitigation Measure F-3 that would require shielding for mechanical equipment. Compliance with the Noise Ordinance would ensure that the mechanical equipment noise associated with foreseeable projects would not substantially increase the ambient noise level of the surrounding area, and implementation of Mitigation Measure F-3 would ensure the proposed Project's mechanical equipment noise would not substantially increase the ambient noise levels. Therefore, there would not be a significant cumulative impact due to operation.

G. BIOLOGICAL RESOURCES

This section describes the biological resources which exist on the Project Site and adjacent parcels as well as in the Bayview Hunters Point Area. The majority of this section is based on a biological resources survey conducted in August 2007[47] for the proposed Hunters View Redevelopment project. The purpose of the biological resources survey was to determine if habitats present within the approximate 22.5-acre Project Site could support any special-status plant or wildlife species known from the region, and to document any occurrences of those species, if observed during the field survey. In addition to the 22.5-acre Project Site, a five-acre area adjacent to the Project Site belonging to PG&E and formerly the site of above-ground fuel tanks serving the closed PG&E Hunters Point power plant was surveyed, as shown in Figure 11. The PG&E property is not part of the Project Site. The PG&E property would not be disturbed as a part of the proposed Project unless the Project Sponsor is able to acquire site control from

[47] PBS&J, *Hunters View Biological Assessment*, August 28, 2007. A copy of the Biological Assessment is available for review, by appointment at San Francisco Planning Department, 1650 Mission, 4th Floor in Case File No. 2007.0168E.



SOURCE: PBS&J, 2007.

HUNTERS VIEW REDEVELOPMENT PROJECT

FIGURE 11: BIOLOGICAL RESOURCES STUDY AREA

PG&E for an easement for a sidewalk that would allow access from the Project Site to the India Basin Shoreline Park, as noted in the Project Description. The PG&E site would not otherwise be disturbed and would not be used for Project access or construction staging. A tree survey was completed for the site by Walter Levison in January 2007.[48] The findings of both surveys are described under the Environmental Setting, below. The Project Site and the adjacent PG&E area are referred to herein as the "Study Area."

The impact analysis addresses the potential disturbance to local biological resources with implementation of the proposed Project, including the removal and replacement of street trees and disturbance to serpentine grasslands located on the PG&E parcel.

SETTING

EXISTING BIOLOGICAL RESOURCES

Topography within the Study Area consists of a series of benched terraces cut into the sides of steep, north-east facing slopes. On the Hunters View site, public housing has been constructed on concrete pads. Streets, sidewalks and community facilities have also been constructed as noted in the Project Description. The Hunters View site contains some open space, which is occupied by street trees and ruderal vegetation, as described below. On the PG&E site, fuel tank pads and benched terraces consisting of concrete pads mark the foundations of naval barracks that date back to World War II.

The Biological Resources Study included a database search, a peer-review of previous biological surveys, and a field survey.

The database research compiled a list of special-status plant and wildlife species that have the potential to occur in the vicinity of the Study Area, from the following sources:

- The California Department of Fish and Game's (CDFG) *Natural Diversity Database* (CNDDB) for the Hunters Point, San Francisco North, Oakland West, San Leandro, Redwood Point, Oakland East, San Francisco South, Montara Mountain, and San Mateo 7.5 minute USGS topographic quadrangles;
- The California Native Plant Society's (CNPS) *Electronic Inventory* for Hunters Point, San Francisco North, Oakland West, San Leandro, Redwood Point, Oakland East, San

[48] Walter Levison, Consulting Arborist, *Assessment of Sixty-Eight (68) Street Trees and Significant Trees at Hunters View Project*, San Francisco, California, January 8 and 9, 2007. A copy of the Arborist Report is available for review, by appointment at San Francisco Planning Department, 1650 Mission, 4th Floor in Case File No. 2007.0168E.

Francisco South, Montara Mountain, and San Mateo 7.5 minute USGS topographic quadrangles (Appendix B); and

- The U.S. Fish and Wildlife Service's (USFWS) Species List website.

For the purposes of the study, special-status species include:

- Species listed, proposed, or candidate species for listing as Threatened or Endangered by the USFWS pursuant to the federal Endangered Species Act (FESA) of 1969, as amended;
- Species listed as Rare, Threatened, or Endangered by the California Department of Fish and Game (CDFG) pursuant to the California Endangered Species Act (CESA) of 1970, as amended;
- Species designated as Fully Protected under Sections 3511 (birds), 4700 (mammals), and 5050 (reptiles and amphibians) of the California Fish and Game Code;
- Species designated by the CDFG as California Species of Concern;
- Plant species listed as Category 1B and 2 by the California Native Plant Society (CNPS); and
- Species not currently protected by statute or regulation, but considered rare, threatened or endangered under CEQA (Section 15380).

Appendix A, presents a list of special-status plant and wildlife species potentially occurring in the region, along with a description of their habitat requirements, protection status and a brief discussion of their likelihood to occur within the Study Area. The results of this research are presented in Appendix A. Species with known ranges that do not include the Study Area, or species occurring in habitats not present in the vicinity were not included in this list. Besides special-status plant and animal species, the CNDDB also maintains a list of ecologically sensitive and/or threatened habitat types within the state of California. The CNDDB query listed four sensitive natural community types as occurring within the vicinity of the Study Area: Northern Coastal Salt Marsh, Northern Maritime Chaparral, Serpentine Bunchgrass, and Valley Needlegrass Grassland. Of these four, Serpentine Bunchgrass is the only community type that has been documented as occurring within the Study Area, as discussed below.

PBS&J biologists also peer reviewed an inventory of native plant species documented in the Study Area by CNPS botanists;[49] an internal report prepared by a PG&E biologist;[50] and a letter

[49] R. Hunter, and J. Sigg, Electronic plant list; Hunters Point Serpentine Hillside, 2005.

[50] PG&E Staff Biologist, Internal Memo, Biological Resources of the Hunters Point Parcel, March 10, 2006.

prepared by the California Academy of Sciences with regard to the serpentine grassland present within the Study Area.[51]

A PBS&J biologist conducted a field survey on August 9, 2007. The purpose of the field survey was to identify vegetation communities, special-status species, individuals or their potential habitat, and other biotic resources by walking transects through each habitat type while recording plant and wildlife species observed. Each species was recorded in field notes. Since the survey was conducted during the dry season, most annual, biennial, and perennial herbaceous plant species were dormant or had already died back for the growing season, leaving only dried plant parts such as leaves, stems and fruits for identification. If a plant species could not be identified in the field, pieces of the plant that could be assessed, such as the fruits, were taken back to the lab for analysis. Some plants observed during the survey could only be identified to the *Genus* level. Floristic references for identification included *The Jepson Manual: Higher Plants of California,*[52] *Plants of the San Francisco Region,*[53] and specimens documented during previous CNPS surveys conducted within the Study Area.[54] The vegetation communities and wildlife habitats within the Study Area are described below. Widely scattered tree species are present, and appear to either be horticultural plantings associated with landscaping around the Hunters View buildings, or represent locally naturalized specimens. Trees present on the Project Site are described under, Trees and Shrubs, below.

Serpentine Bunchgrass. Serpentine soils are derived from serpentinite. Serpentine often becomes exposed in tectonically active regions and its unique chemical composition creates a soil chemistry that is toxic to many plant species. Serpentine grasslands are dominated by perennial bunchgrasses. Typically on serpentine soils, non-native species are not adapted to grow on toxic, low-nutrient, and low-moisture conditions. Native species that have adapted to it are often very local in occurrence and considered rare.

Scattered remnants of serpentine grassland occurs primarily throughout the PG&E portion of the Study Area, which is not part of the Project Site, and appears to be restricted to those areas where soils are extremely shallow over underlying bedrock, or where exposed rock outcroppings occur. The dominant native grass species observed within this community type

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51 Thomas Daniel, Curator, Department of Botany, California Academy of Sciences, Letter dated August 20, 2004 to Friends of the Serpentine Grasslands.

52 J. Hickman (ed.), *The Jepson Manual: Higher Plants of California*, University of California Press, Berkeley, 1993.

53 L.H. Beidleman, and E.N. Kozloff, Plants of the San Francisco Bay Region: Mendocino to Monterey. University of California Press, Berkeley, 2003.

54 R. Hunter and J. Sigg, Electronic plant list; Hunters Point Serpentine Hillside, 2005.

was purple needlegrass (*Nasella pulchra*). Native broad-leaved forbs (i.e., wildflowers) observed included California poppy (*Eschscholzia californica*), soap plant (*Chlorogalum pomeridianum*), Ithuriel's spear (*Triteleia laxa*), blue dicks (*Dichlostemma capitatum*), spring gold (*Lomatium utriculatum*), western blue-eyed grass (*Sisyrinchium bellum*), coast buckwheat (*Eriogonum latifolium*), pinpoint clover (*Trifolium gracilentum*), and yellow mariposa lily (*Calochortus luteus*). None of these observed native plants is a special-status species listed in Appendix A. Non-native species observed in association with the higher-quality remnants of serpentine grassland included slender wild oat (*Avena barbata*), soft chess (*Bromus hordeaceus*), and willowleaf lettuce (*Lactuca saligna*).

Additional native plant species observed within the Study Area during floristic surveys conducted by CNPS in 2005 include Grand Mountain dandelion (*Agoseris grandiflora*), California goldfields (*Lasthenia californica*), stemless morning-glory (*Calystegia subacaulis*), arroyo lupine (*Lupinus succulentus*), California plantain (*Plantago erecta*), dwarf brodiaea (*Brodiaea terrestris*), and blue wild-rye (*Elymus glaucus*).[55]

Grasslands are important habitats to a variety of small rodents such as deer mice (*Peromyscus maniculatus*) and California vole (*Microtus californicus*) that feed on the abundance of grass seeds that this habitat provides. Burrows of Botta's pocket gopher (*Thomomys bottae*) were observed throughout the Study Area. These small mammals provide food for a variety of predators that may occur in the area including mammals such as local populations of feral cat (*Felis silvestris*) and striped skunk (*Mephitis mephitis*), and birds such as red-tailed hawk (*Buteo jamaicensis*) and American crow (*Corvus brachyrhyncos*). Bird species that were observed during the August 2007 field survey included western scrub jay (*Aphelocoma coerulescens*), rock dove (*Columba livia*), mourning dove (*Zenaida macroura*), and northern mockingbird (*Mimus polyglottos*). Reptile species that may occur in grassland habitats associated with the Study Area may include Pacific gopher snake (*Pituophis catenifer catenifer*) and western fence lizard (*Sceloporus occidentalis*).

Ruderal Habitats. Ruderal (weedy) habitats form the dominant vegetative groundlayer throughout the Study Area. Ruderal species are typically non-native annual or biennial species that thrive on periodic disturbance regimes such as mowing, spraying, and/or plowing. Ruderal communities were found primarily along the edges of graded access roads, around the

[55] Yellow mariposa lily was discovered within the Study Area in 2002 by Margo Bors. Approximately 1,000 plants were counted. This species, while not a candidate, sensitive, or special-status species, is unusual in San Francisco, as it is known from only one other region in the southeastern portion of the city: a small patch on Potrero Hill at Starr King Park. The occurrence of dwarf brodiaea and pinpoint clover within the Study Area are also botanically significant, as the last recorded occurrences for these two species in San Francisco County were in 1928 and 1936, respectively.

edges of concrete barracks pads, under trees, or in areas with slightly deeper soils. In areas containing remnants of serpentine grassland, assemblages of ruderal species often formed the dominant groundlayer in terms of their overall frequency, density, and distribution throughout the Study Area. Non-native grass species observed included slender wild oat, soft chess, rip-gut brome (*Bromus diandrus*), and Italian ryegrass (*Lolium multiflorum*). Non-native broad-leaved plants included willowleaf lettuce, bitter lettuce (*Lactuca virosa*), prickly lettuce (*Lactuca serriola*), sweet fennel (*Foeniculum vulgare*), bristly ox-tongue (*Picris echioides*), vetch (*Vicia* sp.), rough cat's-ear (*Hypochaeris radicata*), sour clover (*Melilotus indica*), yellow star-thistle (*Centaurea solstitialis*), tocalote (*Centaurea melitensis*), Asthma-weed (*Conyza bonariensis*), Mediterranean lineseed (*Bellardia trixago*), English plantain (*Plantago lanceolata*), buckhorn plantain (*Plantago coronopus*), and black mustard (*Brassica nigra*); native species observed included California poppy, common yarrow (*Achillea millefolium*), and annual fireweed (*Epilobium brachycarpum*).

Trees and Shrubs. Non-native tree and shrub species observed within the Study Area included eucalyptus (*Eucalyptus* spp.), blackwood acacia (*Acacia melanoxylon*), silver wattle (*Acacia dealbata*), and French broom (*Genista monspessulana*); the only native shrub species observed was one small specimen of toyon (*Heteromeles arbutifolia*).

There are 50 "significant trees – as defined under the San Francisco Urban Tree Ordinance, below – on the Project Site, including mainly species such as red gum *(Eucalyptus camaldulensis)* and blackwood acacia *(Acacia melanoxylon).* There are 14 red gum species ranging in condition from very poor to fair, and 27 blackwood acacia specimens ranging in condition from very poor to fair. Red gum specimens are being colonized by red gum lerp psyllid insects which suck juices from the foliage, and are causing moderate to significant tree decline.

The 18 street tree specimens along the lower portion of the site at Keith Avenue are mainly New Zealand Christmas tree *(Metrosideros excelsus)* and Brisbane box *(Tristania conferta)*. There are 12 New Zealand Christmas tree specimens ranging in condition from very poor to good, and four recently planted Brisbane box specimens in good condition still affixed with planting stakes and ties.[56]

Nesting Raptors. Widely scattered eucalyptus trees occur along the north-east facing slopes, and in the in extreme western half of the Study Area, as described above. These trees represent

[56] Walter Levison Consulting Arborist, *Assessment of Sixty-Eight (68) Street Trees and Significant Trees at Hunters View Project, San Francisco, California,* January 12, 2007. A copy of the Arborist Report is available for review, by appointment at San Francisco Planning Department, 1650 Mission, 4th Floor in Case File No. 2007.0168E.

suitable nesting habitat for a variety of common protected raptors, including red-tailed hawk, red-shouldered hawk *(Buteo lineatus),* American kestrel *(Falco sparverius),* and great horned owl *(Bubo virginianus)*. Although no nest structures were observed during the August 2007 survey, these species could potentially establish nests in the area. These species are not listed as threatened or endangered; however, they do receive protection pursuant to the Migratory Bird Treaty Act and CDFG Code Section 3503.5, described under Regulatory Setting, below.

REGULATORY SETTING

Biological resources are protected and regulated under federal, state and local regulations. Endangered and threatened plants and animals are protected under state and federal laws which are enforced by state and federal agencies. Migratory birds are protected under federal law, while birds of prey are protected under state law. A non-regulatory, private organization, the California Native Plant Society, has an interest in protecting rare plant species. The San Francisco Urban Forestry Ordinance promulgates guidelines and regulations related to the treatment of trees in San Francisco. All of these regulations are described in detail, below. To the extent that these regulations correlate with the CEQA Guidelines for impacts to biological resources, those relationships are defined, as appropriate.

FEDERAL

Federal Endangered Species Act (FESA). The federal Endangered Species Act was enacted in 1973. Under the FESA, the Secretary of the Interior and the Secretary of Commerce, jointly have the authority to list a species as threatened or endangered (16 United States Code [USC] 1533[c]). FESA is administered by both the National Marine Fisheries Service (NMFS) and the USFWS. NMFS is accountable for animals that spend most of their lives in marine waters, including marine fish, most marine mammals, and anadromous fish such as Pacific salmon. The USFWS is accountable for all other federally-listed plants and animals.

Pursuant to the requirements of FESA, an agency reviewing a proposed Project within its jurisdiction must determine whether any federally listed threatened or endangered species may be present in the Study Area and determine whether the proposed Project would have a potentially significant impact on such species. In addition, the agency is required to determine whether the project is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC 1536[3], [4]). Therefore, project-related impacts to these species or their habitats would be considered significant and would require mitigation.

The Sacramento Fish and Wildlife Office maintain a list of "species of concern" that receive special attention from federal agencies during environmental review, although they are not otherwise protected under FESA. Project-related impacts to such species would also be considered significant under CEQA Guidelines Section 15380 and would require mitigation.

Projects that would result in "take"[57] of any federally-listed threatened or endangered species are required to obtain authorization from NMFS and/or USFWS through either Section 7 (interagency consultation) or Section 10(a) (incidental take permit) of FESA, depending on whether the federal government is involved in permitting or funding the project. The Section 7 authorization process is used to determine if a project with a federal nexus would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species. The Section 10(a) process allows take of endangered species or their habitat in non-federal activities.

Migratory Bird Treaty Act (MBTA). The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

STATE

California Endangered Species Act (CESA). The California Endangered Species Act was enacted in 1984. Under the CESA, the California Fish and Game Commission (CFGC) has the responsibility for maintaining a list of threatened species and endangered species. CDFG also maintains lists of species of special concern which impacts would be considered significant under CEQA Guidelines Section 15380 and could require mitigation. Pursuant to the requirements of CESA, an agency reviewing a proposed Project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the Study Area and determine whether the proposed Project would have a potentially significant impact on such species. In addition, CDFG encourages informal consultation on any proposed Project which may impact a candidate species. CESA prohibits the take of California listed animals and plants in most cases, but CDFG may issue incidental take permits under special conditions.

Fish and Game Code – Sections 3503, 3503.5, 3513. Birds of prey are protected in California under the California Fish and Game Code Section 3503.5, which states that it is unlawful to take,

[57] "Take" under the federal definition means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird, except as otherwise provided by this code or any regulation adopted pursuant thereto. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered taking by CDFG. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

California Native Plant Society (CNPS). The California Native Plant Society maintains an inventory of special-status plant species. CNPS maintains four species lists of varying rarity.[58] Vascular plants listed as rare or endangered by the CNPS,[59] but which have no designated status or protection under federal or state-endangered species legislation, are defined as follows:

List 1A Plants Believed Extinct.

List 1B Plants Rare, Threatened, or Endangered in California and elsewhere.

List 2 Plants Rare, Threatened, or Endangered in California, but more numerous elsewhere.

List 3 Plants About Which More Information is Needed - A Review List.

List 4 Plants of Limited Distribution - A Watch List.

In general, plants appearing on CNPS List 1 or 2 are considered to meet CEQA Guidelines Section 15380 criteria and project effects to these species may be considered significant.

CEQA Guidelines Section 15380. Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals, and allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFG (i.e.,

[58] Recent modifications to the CNPS Ranking System include the addition of a new Threat Code extension to listed species (e.g., List 1B.1, List 2.2 etc.). A Threat Code extension of .1 signifies that a species is seriously endangered in California; .2 is fairly endangered in California; and .3 is not very endangered in California.

[59] California Native Plant Society, *California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (sixth edition)*, 2001.

species of concern) would occur. Whether a species is rare, threatened, or endangered can be legally significant because, under CEQA Guidelines Section 15065, an agency must find an impact to be significant if a project would "substantially reduce the number or restrict the range of an endangered, rare, or threatened species." Thus, CEQA provides an agency with the ability to protect a species from a project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted.

LOCAL

San Francisco Urban Forestry Ordinance. The City of San Francisco provides protection for trees in the City through implementation of its Urban Forestry Ordinance, Article 16 of the City's Public Works Code. The following sections would apply to the proposed Project:

- Section 806. Planting and Removal of Street Trees
- Section 808. Protection of Trees and Landscape Materials
- Section 810A. Significant Trees
- Section 810B. Sidewalk Landscape Permits.

"Significant trees" are defined as trees within 10 feet of a public right-of-way, and that also meet one of the following size requirements:

- 20 feet or greater in height;
- 15 feet or greater in canopy width; or
- 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Furthermore, street trees are also protected by the City's Urban Forestry Ordinance and both require a permit for removal. Some trees within the Study Area meet the criterion of "Significant Tree"; removal of these trees would require review under the ordinance.

IMPACTS

SIGNIFICANCE CRITERIA

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…"

The proposed Project would have a significant impact with regard to biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

IMPACTS

Candidate, Sensitive or Special-Status Species. Due to a lack of natural fire regimes (largely since Euro-American settlement), past disturbances associated with the construction of the WWII-era housing, increasing competition from invasive non-native species, and on-going disturbances such as litter and pedestrian traffic, there are likely no candidate, sensitive, or special-status plant or animal species that would use the existing ruderal and serpentine grassland habitats within the Study Area. No special-status plant species were observed in the Study Area. Demolition of existing Hunters View buildings, site preparation, grading, and new construction would not have a direct adverse effect on special-status plant species. In addition, construction of the proposed pedestrian route from the Project Site across the PG&E property, if implemented, would not have a direct adverse effect on special-status plant species.

The presence of mature eucalyptus trees *(Eucalyptus* sp.*)* within the Study Area could potentially provide nesting habitat for raptors (i.e., birds of prey) such as red-tailed hawk and American kestrel, among others. Tree removal associated with the Project could result in "take" caused by the direct mortality of adult or young birds, nest destruction, or disturbance of nesting native bird species (including migratory birds and other special-status species) resulting in nest abandonment and/or the loss of reproductive effort. Bird species are protected by both

state (CDFG Code Sections 3503 and 3513) and federal (Migratory Bird Treaty Act of 1918) laws. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact.

Implementation of Mitigation Measure G-1, Chapter IV p. 192, would avoid potentially significant impacts to nesting birds by requiring a preconstruction breeding-season survey of the Project Site and immediate vicinity, by a qualified biologist during the same calendar year as construction is planned to commence. If the survey required under Mitigation Measure G-1 identifies bird species on or adjacent to the Project Site, Mitigation Measure G-2, Chapter IV, p. 193 would require a delay in construction in the vicinity of active bird nests and require a 500-foot buffer zone. The implementation of Mitigation Measures G-1 and G-2 would reduce this impact to a less-than-significant level.

Sensitive Natural Communities. Serpentine Bunchgrass (grassland) habitat occurs within the Study Area, and is recognized by the CDFG as a Sensitive Natural Community type. Stands of serpentine grassland occur along the north-east facing slopes between the benched terraces that mark the foundations of the old military barracks on the PG&E property, adjacent to the Project Site. Although serpentine soils are present, no serpentine bunchgrass was observed on the Project Site itself.

Remaining examples of serpentine grassland are extremely rare in the Bay Area; each remnant lost contributes to the overall decline of biodiversity within the region. Many of the native plant species associated with serpentine grasslands are endemic (i.e., locally restricted) to this habitat type. If the Project Sponsor can obtain site control for an easement across the PG&E property and the proposed walkway is constructed, related construction activities could impact remnants of serpentine grassland on the PG&E property. Any loss of serpentine grassland, such as that which could occur as a result of construction across the PG&E property, would be a potentially significant impact to this community type. Based on proposed Project plans, overall impacts to serpentine bunchgrass habitat would be considered minimal disturbance to the existing groundlayer, and would be limited to small areas along the existing WWII-era concrete stairways on the PG&E property. Implementation of the Mitigation Measures G-3 through G-6 would reduce the impacts to serpentine bunchgrass habitat to a less-than-significant level.

Mitigation Measures G-3 through G-6, Chapter IV, pp. 193 – 194 identify ways to avoid the loss of serpentine bunchgrass on the PG&E property, if the walkway were constructed. Mitigation Measures G-3 through G-6 would only apply to construction on the PG&E property, not on the Project Site. Therefore, if the walkway were not constructed, Mitigation Measures G-3 through

G-6 would not apply to the proposed Project. Mitigation Measure G-3 would require that construction occur in the dry season, following a preconstruction survey by a qualified biologist and Worker Environmental Awareness Program (WEAP) training for construction crews. Mitigation Measure G-4 would require the use of Best Management Practices during construction. Mitigation Measure G-5 would require the removal of trash on the PG&E site. Mitigation Measure 6 outlines a post-construction planting plan.

In addition to Mitigation Measures G-3 through G-6, Improvement Measure G-1, Chapter IV, p. 196, recommends a comprehensive re-seeding and re-planting program to support serpentine grassland on portions of the Project Site. As noted above, the Project Site itself does not currently support serpentine grassland. This Improvement Measure would create "native habitat" areas on some portions of the Project Site that are planned for landscaping or open space as part of the Project.

Wetlands. There are no wetlands or "other waters of the U.S." present within the Study Area boundaries; therefore, there would be *no impacts* to federally protected wetlands as defined by Section 404 of the Clean Water Act.

Migratory Fish and Wildlife Species. The area surrounding the Study Area is highly urbanized; the implementation of proposed construction activities associated with the project would not interrupt any wildlife migratory corridors. Although India Basin Shoreline Park is less than 500 feet from the Study Area, it is unlikely that there are wildlife nursery sites adjacent to the Study Area that would require use by local wildlife populations. Thus, there would be *no impacts* associated with the proposed Project interfering with the movement of native fish or wildlife species.

Eucalyptus trees *(Eucalyptus* sp.*)* present within the Study Area boundaries could provide potentially suitable roosting habitat during migration for the monarch butterfly *(Danaus plexippus)*. Although there is a recorded CNDDB occurrence of this species north of the Study Area, it is unlikely that monarch butterflies would use the existing eucalyptus trees during migration. Therefore, there would be *no impacts* on migratory monarch butterfly populations associated with the removal of eucalyptus trees from within the Study Area.

Tree Preservation Ordinance. The City of San Francisco provides protection for trees in the city through implementation of its Urban Forestry Ordinance in Article 16 of the Public Works Code. "Significant trees" are defined as trees within 10 feet a public right-of-way, and also meet one of the following size requirements:

- 20 feet or greater in height;
- 15 feet or greater in canopy width; or
- 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Furthermore, street trees are also protected by the City's Urban Forestry Ordinance and require a permit for removal. Some tree species within the Study Area meet the criterion of "Significant Tree" status; any removal of these trees associated with the proposed Project would require a permit as provided in Article 126, Section 806. Compliance with the Code would require replacement of all removed trees. Mitigation Measure G-7, Chapter IV, p.IV-195, requires a pre-construction tree survey. Mitigation Measure G-7, Chapter IV, also requires adherence to tree removal permits issued under the Urban Forestry Ordinance. Adherence to the ordinance would avoid the impact from the loss of significant trees.

Plans. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved habitat conservation plans that would conflict with the development of the proposed Project; therefore, there would be no impacts.

CUMULATIVE IMPACTS

The proposed Project would result in the temporary loss of a small amount of serpentine grassland on the PG&E site during the construction period, if the Project Sponsor obtains site control and constructs the pedestrian walkway. Otherwise, the PG&E site would not be disturbed. However, the incorporation of the identified mitigation measures and the inclusion of improvement activities would result in preservation or enhancement of the serpentine grassland, which would be of benefit to the biotic resources. Given that this serpentine grassland is unique and no other serpentine grassland in the project vicinity is known to be at risk for loss, there would be no cumulative impact with regard to loss of this habitat.

H. OTHER IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

This chapter reviews other environmental topics, using the Initial Study Checklist [CEQA Guidelines, Appendix G] to determine whether or not the proposed Project would have potentially significant impacts to the environment. The chapter discusses impacts of the proposed Project determined to be less-than-significant, or that would be less-than-significant with implementation of mitigation measures included as part of the Project. The sections of the CEQA checklist which correspond to each of these impact areas are included in this Chapter. Mitigation Measures are presented in Chapter IV, Mitigation and Improvement Measures.

The topics found to have less-than-significant effects include: Cultural Resources, Population and Housing, Shadow and Wind, Recreation and Public Space, Utilities and Service Systems, Public Services, Geology, Soils and Seismicity, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural Resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the Project :					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

Historic Resources. Carey & Co. completed a historic resource evaluation of the Hunters View housing complex.[60] The Hunters View housing development was completed in 1957 and consists of 50 buildings containing one-bedroom, two-bedroom, three-bedroom, four-bedroom and five-bedroom units. Between the buildings is a circulation network of concrete walkways and stairs, laundry drying areas, and common yards with playground equipment. The buildings are a mix of two- and three-story wood-frame rectangular buildings with flat roofs and projecting eaves. The exteriors are a combination of stucco and vertical board-and-batten. The windows are replacements from the original single-hung to the current double-hung residential standard and are one-over-one with aluminum sash. The long elevations of these buildings are broken up by upper level projections at either end of the building. The metal fire escapes at the side elevations feature corrugated metal at the balconies. The front entries feature asphalt shingle-clad shed canopies. Two building types are clearly more "International Style" in design than the others – they feature very cubic massing with long ribbon windows and the upper levels are articulated with a perimeter edge that projects beyond the wall plane.

[60] Carey and Company, Inc. Architecture. *Historic Resource Evaluation for Hunters View Housing Development, San Francisco, California*. Prepared July 26, 2001 and updated September 10, 2007. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2007.0168E.

Since the age of the buildings is more than 50 years old, the buildings meet the age requirement for listing in the National Register of Historic Resources. However, based on a records check, Hunters View is not listed on the National Register or the California Register of Historic Resources or as a local landmark. The Hunters View Development was not evaluated as part of any previous historic survey, including the 1976 Citywide Architectural Survey, the 1968 Junior League Survey *(Here Today)*, or any San Francisco Architectural Heritage surveys.

To be potentially eligible for listing on the California Register of Historic Resources, a structure must typically be over 50 years old, have historic significance and retain its physical integrity. The Hunters View housing development meets the age requirement and was therefore evaluated for historic significance.

The historic significance criteria includes association with historic events or persons significant to local, California or national history, buildings representative of the work of a master or significant architectural style, or the potential to yield important historical or pre-historical information.

However, the Hunters View housing development is not considered significant for its association with post-World War II housing developments since it was not the first of, or the greatest example of such development. Archival research did not uncover any association between the Hunters View housing development and any persons significant to local, California or national history.

The Hunters View housing development also does not represent the work of a master. The original architect, Donald Beach Kirby, is well recognized for his contribution to the design of various public projects. However, Kirby's design of Hunters View reflects the public housing program's standardized unit plan and post-war budgetary constraints and thus, are not distinguishing representations of his work. In addition, although some of the building types at Hunters View distinctly reference an "International Style," they do not possess high artistic value, nor do they represent a significant and distinguishable entity whose components may lack individual distinction.

Further, archival research provided no indication that Hunters View housing development has the potential to yield information important to the prehistory or history of the local area, California or the nation. Therefore, Carey & Co. assigned the Hunters View Housing Development a National Register of Historic Places (NRHP) and California Register of Historic

Resources (CRHR) Status Code of 6Z, which indicates that the property is not eligible for listing in either register.[61]

Since the existing buildings on the Project Site are not considered historic resources under CEQA, demolition of the buildings with the proposed Project would have no impact on historic resources.

Archaeological Resources. An archaeological resource investigation was conducted as part of the *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report* (BVHP FEIR), including the Hunters View area, as summarized below.[62]

Before it was reclaimed, the Hunters Point shoreline extended roughly along present-day Hunters Point Boulevard and Innes Avenue. No archaeological sites are recorded within the boundaries of this portion of the BVHP area. The closest recorded sites were three shellmounds (CA-SFr-12, -13, -14; Nelson Site Nos. 391, 392, 392a) located approximately one-quarter mile to the east which were destroyed when that section of the Hunters Point Peninsula was reclaimed.

During prehistoric times, the San Francisco Bay Region was sparsely populated with native people surrounding San Francisco Bay at the time of European arrival.

In March 1776, the Spanish, led by Juan Bautista de Anza and his soldiers began to explore present-day San Francisco. When Mexico gained its independence from Spain in 1822, the government began granting large parcels of land in what is now San Francisco to individuals who engaged in the cattle and tallow trade. The entire Bayview Hunters Point neighborhood was within the boundaries of one of these ranches, the Rancho Rincon de las Salina y Potrero Viejo.

Later, this Hunters Point Shoreline area was first settled by the Hunter Brothers in the 1850s. Robert Hunter built a homestead, called India Basin Ranch, near a freshwater spring at the corner of Innes Avenue and Griffith Street. Robert Hunter and his family continued to live on India Basin Ranch into the 1870s, and for years their homestead buildings were the only structures in the area. Although this area remained largely undeveloped, a number of

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[61] On November 5, 2007 the San Francisco Planning Department issued a Memorandum concurring with the findings of the Carey & Co. report. The memorandum is available for review, by appointment, at San Francisco Planning Department, 1650 Mission, 4th Floor, Case File No. 2007.0168E.

[62] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.J-28 – III.J-30.

ship/boat/barge buildings and repair businesses were established starting in the late 1860s around Evans Avenue and Keith Street. A second Hunters Point enterprise was the Albion Brewery, which was constructed in 1870 on the east side of Griffith Street between Innes and Jerrold Avenues, about one-quarter mile south of Hunters View, and relied on the Hunter's spring as its water supply. The Albion Water Company was founded in 1913 and remains at that location. Another industry consisted of Chinese shrimp camps, two of which were located at the northeast corner of present-day Davidson Avenue and Ingalls Street alignment, and another at the foot of Evans Avenue between the Ingalls and Hawes Street alignments. Nearly one dozen buildings labeled shrimp cooking, shrimp cleaning and shed were present at the camp. Numerous other farmhouses, stables, and outbuildings were located in the area by the turn of the century.

The U.S. Navy became interested in the Hunters Point area as early as 1908 when Admiral Perry's "Great White Fleet" circled the world and sailed into the San Francisco Bay, only to find the waters of the U.S. Navy Ship Repair Yard at Mare Island too shallow. He then proceeded to the privately held drydocks at what is now Hunters Point Shipyard, where the water was deep enough to dock the ships.

The first major physical change in the India Basin Area occurred in 1917 when the construction, widening, and grading of present-day Hunters Point Boulevard/Innes Avenue began as part of a World War I effort to transport workers and materials efficiently to the Hunters Point Drydock. The entire Chinese community and shrimping facilities located on the waterfront were evicted by Navy facility expansion in 1938.

After the United States entered World War II, nearly all the structures in this area were demolished so that the United States Housing Authority could build dozens of one- to two-story, wood-framed dormitories to house civilian shipyard employees (currently the Hunters View, Hunters Point, and Westbrook Housing sites). As discussed above under Historic Resources, the present Hunters View housing was developed on the site of those World War II buildings.

Therefore, because of Hunters View's location near San Francisco Bay, previously unidentified subsurface cultural resources dating from the historic period (approximately the last 200 years) could potentially be present on the Project Site and could be disturbed during grading and construction. The proposed Project would involve grading and excavation up to a depth of 20-25 feet. To avoid any potential impacts, the Project Sponsor would implement Mitigation Measure H-1: Archaeological Resources, in Chapter IV, p. 197, which would require an

archaeological monitoring program during construction activities and would reduce potential construction-related impacts on archaeological resources to a less-than-significant level.

Geologic and Paleontological Resources. As described in the Geology and Soils section of this EIR, the rock unit underlying the Project Site is serpentinite. This rock is the metamorphosed remains (altered by heat and pressure) of magnesium-rich igneous rocks (crystallized from molten rock) in the Earth's mantle (a thick layer of nearly molten rock just below Earth's crust). Such rock is not paleontologically sensitive because the heat and pressure within Earth's mantle is more than sufficient to destroy any fossil remains that might have been in the original rock. The soils that overlie the serpentinite bedrock are thin and were formed by the weathering of the bedrock. Some alluvium is present in the lower areas of the site; however, the material in the alluvium is formed from the weathering and decomposition products of the underlying bedrock. Fossils would not, therefore, be found in the rock or the soils on the Project Site.

The serpentinite bedrock forms the core of most of the hills in San Francisco and, therefore, is not considered a unique geologic feature of the Project Site. No unique geologic features exist on the Project Site, thus there would be no impact on such features as the result of the proposed Project.

Human Remains. The Project Site has historically been used for residential housing and has been previously disturbed for the foundations for the existing housing. There is no reason to believe that any human remains exist at the Project Site, and therefore, no impact would occur.

Cumulative Cultural Resources. As described above, the proposed Project would not impact historic resources or unique geologic features; therefore, no cumulative impact on historic architectural or geologic resources would occur. Cumulative development in the San Francisco region has the potential to encounter unknown archaeological resources. As described above, Mitigation Measure H-1 would reduce the proposed Project's potential impact to archaeological resources, to be less than significant. As such, the proposed Project would not contribute to any cumulative impact to archaeological resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
2. POPULATION AND HOUSING— Would the Project :					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Population Growth. The proposed Project would replace one-for-one the existing 267 public housing units and add up to 533 for-rent and for-sale units at and below market rate. The construction of the Project would be phased such that the current residents would be relocated on-site and no displacement would occur. The proposed Project would also include resident-serving retail uses and community space, such as a teen center, a computer learning facility, a childcare/Head Start center, children's play areas and other open space.

The 383 to 533 additional dwelling units (for a total of 650 to 800 units on the site) would result in approximately 900 to 1,250 new residents at the Project Site.[63] The proposed development would include approximately 6,400 square feet of neighborhood-serving retail that would be accommodated in three to six different spaces. While the retailers have not yet been determined, possible uses include neighborhood-serving uses such as a deli, a drycleaner, or a coffee shop. The proposed 6,400 gsf of commercial space would result in up to 25 employees.[64] The retail uses may provide opportunities for residents to own, operate, and/or work at the retail shops. Additional employees would serve in management and maintenance of the residential buildings, and the community facilities.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in its Regional Housing Needs Determination (RHND) 1999–2006 allocation. The projected need of the City of San Francisco for the period between 1999 and 2006 is 20,327 new dwelling units,

[63] 2005 ABAG. Association of Bay Area Governments. [(2.35 persons per unit x 383 units = 900 persons) and (2.35 persons per unit x 533 = 1,250 persons)]

[64] San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review,* October 2002. General retail use requires approximately 276 gsf per employee. 6,400 gsf of retail/276 gsf per employee = up to 25 employees.

or an average annual need of 2,716 net new dwelling units. The proposed Project would add between 383 and 533 net new residential units to the City's housing stock that would contribute to meeting this need. The proposed 383 to 533 net new units would meet approximately 14 to 20 percent of the annual need for dwelling units in the City. Residential units proposed under the Project would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

The proposed Project would also be subject to the Residential Inclusionary Affordable Housing Program pursuant to *Planning Code* Section 315. The *Planning Code* requires either provision of affordable units on site as a component of the proposed development, or payment of an *in-lieu* fee. As shown in Table 2, p. 44, the Project Sponsor has elected to provide at least 15 percent of the proposed units on site as Below-Market-Rate (BMR) units, as required by the City's Inclusionary Affordable Housing Program requirements. These BMR units would be affordable to households earning up to 100 percent of the Area Median Income (AMI) and would contribute to the City's supply of moderate income housing. The property owner would be required to submit an annual report and fee to cover costs of enforcement of the affordable housing units. The specific terms of the affordable housing component are determined at the discretion of the Planning Commission.

While potentially noticeable to immediately adjacent neighbors, the population increase on the Project Site would not be a substantial increase in the area-wide population (directly or indirectly), and the resulting density would not exceed levels that are common in urban areas such as San Francisco. The proposed Project would increase the San Francisco population by less than 0.1 percent.[65] The proposed Project would increase the population in the Project vicinity by between 1.6 and 2.6 percent.[66] Therefore, the proposed Project would not substantially increase population and employment in the Project vicinity. Development of the proposed Project with a net increase of up to 25 employees would not substantially affect the existing demand for housing in the Project vicinity or other portions of the City. Thus, this minor increase in population is considered a less-than-significant impact.

Housing. Given that the proposed Project is housing, it would not create demand for existing housing, but rather supply housing for existing demand. Although the proposed Project would

[65] The calculation is based on the estimated Census 2000 (Census Tract 231.02) population of 776,733 persons in the City and County of San Francisco. [(900 persons/776,733persons<0.01) and (1253 persons /776,733 persons<0.01)]

[66] The calculation is based on 2000 data for Census Tract 231.03. Census 2000 reported 33,805 persons in the Project Area. [(900 persons/33,805 persons = 0.026 = 2.6%) and (1253 persons/776,733 persons = 0.0016 = 1.6%)]

involve the demolition of the existing 267 public housing units, replacement of those units would occur on site on a one-to-one basis, therefore no increase in demand would occur elsewhere; therefore no impact would occur.

Relocation of Existing Residents on Site. The proposed Project would demolish the existing 267 housing units. Currently, about 501 residents occupy 166 of the 267 units.[67] In order to relocate those residents on-site during construction, the Project would be undertaken in three consecutive phases. The Project Sponsor will likely carry out each phase without overlap between phases so that residents can be relocated on site. However, to the extent possble, the schedule will be compressed. During the demolition of the Phase I area, current residents of the Phase I area would be relocated to the Phase II and III areas and then potentially back to Phase I when construction is complete. The current residents would be given first priority to live in one of the newly constructed Annual Contribution Contract (ACC)[68] units. Given that the phasing of the Project would result in the on-site relocation of all of the residents, even during the construction period, no displacement of people would occur and no impact would result.

Cumulative Population and Housing. As described above, the proposed Project would contribute less than 0.1 percent to the City's overall population. As such, it would not contribute to a cumulative impact to population or housing. The BVHP EIR[69] identifies the Hunters View site as being within the Hunters Point Shoreline Activity Node. The projected net increase in dwelling units for this activity node was 700 units. The Hunters View site was identified as a redevelopment opportunity site and the proposed Project is within the projections of the Redevelopment Plan. Since the Redevelopment Plan addressed the cumulative growth of the area, and the proposed Project is consistent with the Redevelopment Plan, the cumulative impacts would be less than significant.

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67 San Francisco Housing Authority, *Hunters View Selected Demographics*, November 2007.

68 Annual Contribution Contract (ACC) is a term used by the U.S. Department of Housing and Urban Development to refer to public housing units, which are units offered to qualifying residents for rents significantly below market rates.

69 San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
SHADOW AND WIND —Would the Project :					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Wind. Wind impacts are generally caused by large building masses extending substantially above neighboring buildings, and by buildings oriented such that a new large wall catches a prevailing wind, particularly if such a wall includes little or no articulation.

The proposed buildings would vary in height from approximately 20 to 65 feet tall to accommodate the site topography. The buildings would be oriented around 19 individual blocks with roads, sidewalks, setbacks, landscaping and parking areas to break up long expanses of exterior walls. Since the site is at a different elevation than the surrounding neighborhood, the height and orientation of the proposed buildings that would be less than 100 feet tall would also have a limited effect on ground-level winds in nearby area.[70] Accordingly, the proposed Project would not have a significant adverse impact on wind conditions.

Shadows. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) to protect certain public open spaces from additional shadowing by new structures. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, finds the impact to be insignificant. The Project would have a maximum building height of 65 feet. The closest Recreation and Park properties to the Project Site are Youngblood Coleman Playground, Hunters Point Community Youth Park, Hilltop Park, India Basin Shoreline Park, Adam Rogers Park, and the Milton Meyer Recreation Center. A shadow fan analysis was conducted that determined that proposed Project's shadows would not reach any of those properties.[71] Therefore, the proposed Project would not shade public areas subject to Section 295 of the *Planning Code*.

[70] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. II.G-4 – III.G-5.

[71] A copy of the shadow fan analysis is available for review, by appointment at San Francisco Planning Department, 1650 Mission, 4th Floor in Case File No. 2007.0168K.

Section 295 does not provide protection from shadows on non-Recreation and Park properties or on private properties. The proposed buildings would be up to 65 feet tall in places and could affect sun and light exposure of adjacent private properties. The shadow analysis indicated that the proposed Project would cast a shadow on the directly adjacent blocks to the west during the winter months. Shadows would fall to the south in the morning and to the north in the evening. During the summer months, Project shadows would fall to the south in the morning, across adjacent residential neighborhoods, and to the northeast in the evening across the former PG&E power plant site, now under demolition. On the Project Site, the new buildings would shade adjacent portions of streets and sidewalks, but would not increase shading in the neighborhood above levels common in a residential development of this density. While additional shading or loss of sunlight would be an adverse change for affected neighbors, it would not constitute a significant effect on the environment under CEQA. Therefore, the proposed Project would not result in a significant shadow impact.

Cumulative Wind and Shadows. The proposed Project, as discussed above, would not substantially impact shadow or wind levels at or near the Project Site, therefore, a cumulative impact would not occur.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
3. RECREATION AND PUBLIC SPACE—Would the Project :					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐
c) Physically degrade existing recreational resources?	☐	☐	☐	☒	☐

Parks and Recreational Facilities. The San Francisco Recreation and Park Department administers more than 200 parks, playgrounds, and open spaces throughout the City. Park District 10, which encompasses all of Bayview Hunters Point, has 22 parks totaling about 128 acres. The open space and park areas in the vicinity of the Project Site include India Basin Shoreline Park, Bayview Park, Youngblood-Coleman Park, Hilltop Park, many smaller neighborhood pocket parks, and the Candlestick Point State Recreation Area at the southern end of the neighborhood.

The Recreation and Open Space Element (ROSE) of the *San Francisco General Plan* notes that "While the number of neighborhood parks and facilities is impressive, they are not well distributed throughout the City…The [unequal distribution] merits correction where neighborhoods lacking parks and recreation facilities also have relatively high needs for such facilities."[72] The ROSE defines "high need areas" as areas with high population density or high percentages of children, seniors, or low-income households relative to the City as a whole. The ROSE defines "deficient" areas as areas that are not served by public open space, areas with population that exceeds the capacity of the open spaces that serve it, or areas with facilities that do not correspond well to neighborhood needs.

The ROSE indicates that the project vicinity would be considered a "high need" area for open space and recreation facilities based on average household income. (The ROSE shows that the project area would not be considered a "high need" area based on population density, percentage of children or seniors.) However, the ROSE indicates that the project vicinity is not one of the low-income areas in the City that is not currently served by open space. Thus, the project vicinity is adequately served at present.

The population accommodated by the project's up to 800 units would increase the demand for park and recreation facilities. However, the project's contribution to this need would not be considered a substantial addition to the existing demand for public recreation facilities in the area. The increase in demand would not be in excess of amounts expected and provided for in the project area and the City as a whole. The proposed Project is within the service areas of several public parks and open spaces, as mentioned above. The additional use of these facilities would be relatively minor compared with the existing use of the facilities. The proposed Project would provide about 58,300 sq. ft. of common open space on site and additional private open space serving project residents and the public as part of the new development, as required by the Planning Code.

As noted, the proposed Project is within the service areas of several public parks and open spaces. Although the project is not within the defined service areas of the nearest public recreational facilities, these facilities can be easily accessed by transit from the Project Site. The Bay Trail is a planned recreation corridor that will provide 400 miles of biking and hiking trails

[72] San Francisco Recreation and Park Department, http://www.parks.sfgov.org/site/recpark_index.asp?id=24168, accessed January 11, 2007; San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004, p. 21, at http://www.parks.sfgov.org/wcm_recpark/Notice/SFRP_Summary_Report.pdf, accessed January 28, 2008.

when completed. It will link nine counties, 47 cities, and 130 parks and recreation areas around San Francisco Bay and San Pablo Bay. ABAG has already secured 12 miles of trail in San Francisco and they are now focused on securing land in the southern part of the City. Given that the Hunters View site is not located on land desired for part of the Bay Trail, the redevelopment of the site would not interfere with the implementation of the Bay Trail Plan.[73]

The construction of the planned community facilities and open-space would not have a significant environmental impact; therefore, no cumulative impact would occur.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. PUBLIC SERVICES— Would the Project :					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☒	☐	☐

Fire Protection Services. The Project Site is served by the San Francisco Fire Department (SFFD), Division 3, with the nearest SFFD station being Station 25, located at 3305 Third Street at Cargo Way,[74] approximately one mile from the Project Site. The service ratio in the area of the Project Site is about 1.1 fire personnel for every 1,000 residents. The response times are 2.5 to 4.5 minutes after a call has been dispatched.[75] The proposed Project would incrementally, but not substantially increase the demand for fire protection services on the Project Site. The incremental increase would not exceed amounts anticipated and provided for in the project area; therefore impacts to fire protection services would be less than significant.

Police Protection Services. Development of proposed Project would increase residential density and community serving uses on the Project Site, and could incrementally increase police service calls in the project area. The Project Site is in the San Francisco Police Department's (SFPD) Golden Gate Division, and is served by the Bayview District Station, located about 1.6 miles from the Project Site at 201 Williams Avenue.[76]

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73 Association of Bay Area Governments (ABAG), website: *www.abag.ca.gov*, accessed February 6, 2008.

74 San Francisco Fire Department website: *www.ci.sf.ca.us/fire/* accessed January 4, 2008.

75 San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, p.III.O-5.

76 San Francisco Police Department website, *http://www.sfgov.org/site/police*, accessed October, 17, 2007.

The Bayview Police District covers one of the largest areas and includes the southeastern part of the city, extending along the eastern edge of McClaren Park to the Bay and south from Channel Street to the San Mateo County line. The area includes Monster Park, home of the San Francisco 49ers.

The San Francisco Police Department provides 12 officers to supplement police coverage to San Francisco Housing Authority sites. Currently up to four officers are at Hunters View on varying schedules, for example, 11 a.m. – 9 p.m. or 11 a.m. – 11 p.m. During special events officers may be scheduled at different times. The officers do walk-throughs, check on vacant units or hold open houses. The potential increase in service calls as a result of the Project would not change the overall San Francisco Police Department staffing or service needs for the Hunters View site.[77] Therefore, the proposed Project would have a less-than-significant impact on police services.

Schools. The San Francisco Unified School District (SFUSD) provides public primary and secondary education in the City and County of San Francisco.[78] Students living at the Project Site could attend any of three elementary schools, three middle schools, and one high school, locally. Elementary Schools include; Dr. George Washington Carver at 1360 Oakdale Avenue, Dr. Charles Drew at 50 Pomona Street and Malcolm X at 350 Harbor Road. Middle Schools include; Willie L. Brown, Jr. at 2055 Silver Avenue, Martin Luther King at 350 Girard Street, Paul Revere at 555 Thompkins Street. The local High School is Thurgood Marshall at 45 Conkling. Alternatively, students could attend Burton High School at 400 Mansell.[79] Also, since the SFUSD has an open-enrollment policy, students from the Project Site could potentially attend any school in San Francisco.

The SFUSD has capacity for about 90,000 students, about 56,000 students are currently enrolled. Approximately 40 percent of students in San Francisco attend private schools.[80] According to the SFUSD Facilities Master Plan, the District has excess capacity at existing school facilities. In the last decade enrollment has declined by about nine percent. District-wide enrollment is

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77 Captain Albert Pardini, Bayview Station, e-mail to PBS&J, December 17, 2007.

78 San Francisco Unified School District, About SFUSD, http://portal.sfusd.edu/template/default.cfm?page=about.more, accessed October 18, 2007.

79 San Francisco Unified School District, About SFUSD, http://portal.sfusd.edu/template/default.cfm?page=about.more, accessed October 18, 2007.

80 David Goldin, Director of Facilities, San Francisco Unified School District, personal communication, October 23, 2007.

projected to continue to decline, approximately seven percent between 2007 and 2015.[81] However approximately 1,000 new students are likely to be added to the Bayview/Hunters Point, Hunters Point, and Mission Bay neighborhoods due to an increase in new housing in these areas. An increase in students associated with the proposed Project would not substantially change the demand for schools in the Project vicinity beyond current SFUSD projections for this area.[82] Therefore, the proposed Project would not have significant impacts to school facilities or services.

Parks and Community Facilities. A discussion of parks is included in the "Parks and Recreation" section in H3. Recreation, above. The addition of residents from the proposed Project would increase the demand for other parks and community facilities. However, the proposed Project would include community facilities to serve residents; therefore, community facilities would not be significantly affected by the proposed Project.

Cumulative Public Services. Public service providers accommodate growth within their service areas by responding to forecasted population growth and land use changes. The proposed Project would not exceed growth projections for the area as described in the BVHP EIR, would generally be consistent with the *General Plan*, and as such, would be accommodated in the projected cumulative demand for services.[83]

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐

[81] San Francisco Unified School District, Capital Plan FY 2007-2017, August 2007. Available online at http://portal.sfusd.edu/data/facilities/CAPITAL_PLAN_100107.pdf, accessed on January 17, 2008.

[82] San Francisco Unified School District, Capital Plan FY 2007-2017, August 2007. Available online at http://portal.sfusd.edu/data/facilities/CAPITAL_PLAN_100107.pdf, accessed on January 17, 2008.

[83] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546, pp.III.O-1 – III.O-28.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Regional Water Quality Control Board (RWQCB) Requirements. The City's combined sewer and wastewater system collects and transports both sewage and stormwater runoff through the same set of pipes. When rainfall intensity results in combined flows that exceed the total capacity of the treatment system the excess flows consisting of about 6 percent sewage and 94 percent stormwater may be released into the Bay through combined sewer outfall (CSO) structures along the eastern shore of the City.[84] Thus, wastewater collection, treatment, services and storm drains are all related to water quality in the San Francisco Bay. The current regulation and treatment of wastewater in the City as it relates to the proposed Project is discussed in 14. Hydrology and Water Quality. The discussion in that section finds that the proposed Project would have a less-than-significant impact in terms of compliance with wastewater treatment requirements.

Water and Wastewater Treatment Facilities. Water service to the Site is provided through the City of San Francisco Public Utilities Commission (SFPUC); groundwater is not used at the Project Site. Because the Project would be within expected growth projections for the City, less-than-significant water supply and wastewater treatment impacts are anticipated. Wastewater at the Project Site is also processed by the SFPUC, which provides wastewater collection and transfer from the Site. The combined sewer system, which collects sewage and stormwater in the same network of pipes, is discussed in 14. Hydrology and Water Quality. The proposed Project would increase wastewater creation at the Site and would add to cumulative demands,

[84] Information accessed at SF PUC website, *http://sfwater.org/mc_main.cfm/MC_ID/14*, on Jan. 6, 2007.

but not in excess of the amounts projected by the SFPUC. Thus, the proposed Project would not require new or expanded water and wastewater facilities.[85]

Stormwater Drainage. Stormwater at the Project Site enters the combined sewer and wastewater system, as described above. The proposed Project would create new infrastructure for capturing stormwater runoff at the Site, such as gutters and drains, as well as landscaping elements, such as planted areas. The Project might alter the flow of stormwater from the Site due to net changes in impervious surfaces. The stormwater infrastructure and any changes in impermeable surfaces would be designed to minimize flooding effects from runoff during storms. Thus, the proposed Project's creation of new stormwater drainage infrastructure would have a less-than-significant impact on the environment.

Water Supply. As described above, water service to the Site is provided through the SFPUC; groundwater is not used at the Site. Since the Project would be within expected growth projections for the City, less-than-significant water supply and wastewater treatment impacts are anticipated.

Wastewater Treatment Capacity. As discussed above, wastewater at the Project Site is treated by the SFPUC which provides wastewater collection and transfer from the Project Site. Wastewater flows from the Project Site are transported to the Southeast Water Pollution Control Plant (SEWPCP), which is located on Phelps Street between Jerrold and Evans Avenues. This plant treats up to 150 million gallon per day (mgd) of sewage to a secondary level.[86] The Project would increase wastewater creation at the Site and would add to cumulative demands, but not in excess of the amounts projected by the SFPUC. Thus, the proposed Project would not result in a determination by the PUC that it lacks adequate capacity to serve the Project's demand for wastewater treatment.

Solid Waste – Landfill Capacity. Solid waste generated by the proposed Project would be collected by Sunset Scavenger Company and hauled to Norcal transfer station near Candlestick Point. The solid waste collected by Sunset Scavenger would be recycled as feasible; non – recyclables would be disposed at Altamont Landfill, where adequate capacity exists to serve the needs of San Francisco, including the proposed Project, for the next 20 years. Because of the

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[85] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E., pp. III.O-24 _ III.O-25.

[86] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, p. III.M-5.

presumed future increase in solid waste recycling and an anticipated expansion of landfill capacity, the impacts on solid waste from implementation of the Project would be less than significant.

Solid Waste – Regulatory Compliance. All waste from the proposed Project would be treated by Sunset Scavenger Company and disposed of at the Altamont landfill. Both Sunset Scavenger Company and the Altamont landfill are required to comply with all federal, state and local regulations relating to solid waste. Thus, no impact would occur.

Cumulative Utilities and Service Systems. The proposed Project would not substantially impact wastewater or solid waste service in the Project area. Given that existing service management plans address anticipated growth in the region, the proposed Project would not have a significant cumulative effect on wastewater or solid waste services or facilities.[87]

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
6. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zones Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐	☐
ii) Strong seismic groundshaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-A of the San Francisco Building Code, creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒

[87] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.O-1 – III.O-28.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☒	☐	☐

Fault Rupture. As described in the *San Francisco General Plan* Community Safety Element, the greatest risks to life and property in San Francisco result directly from the groundshaking and ground failures associated with moderate and large earthquakes. Groundshaking is the result of the sudden release of seismic energy during displacement along a fault. Ground failures are deformations of the ground surface resulting from such seismically induced events as fault-line rupture, landsliding, and liquefaction. Because the Project Site is not in an Alquist-Priolo Earthquake Fault Zone[88] and no known active faults trend toward the Project Site, the potential for fault rupture at the site is very low.[89] Consequently, the potential impact related to fault rupture would be less than significant.

Groundshaking. The Project Site is in an area subject to moderate to strong groundshaking from earthquakes along active faults in the Bay Area, including the Rodgers Creek-Hayward and San Andreas faults. The intensity of groundshaking at a particular location depends on a number of factors including earthquake magnitude, the distance to the zone of energy release, and local geologic conditions. Groundshaking and damage level maps of the area indicate the Project Site would be subject to "strong" shaking intensity[90] and "nonstructural" damage[91] during a characteristic earthquake Moment Magnitude (M_W) 7.9 on the San Andreas fault, and "moderate" shaking[92] and "objects fall" damage[93] during a characteristic earthquake M_W 7.1 on

88 Hart, E.W., and Bryant, W.A., *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with index to Earthquake Fault Zones Maps*, California Geological Survey, Special Publication 42, revised 1997, Supplements 1 and 2, 1999, Supplement 3, 2003, Online Version updated October 7, 2003, accessed December 18, 2007.

89 Professional Services Industries, Inc., *Geotechnical Engineering Services Report for the Proposed Redevelopment of Hunters View Housing Development*, October 10, 2003.

90 Earthquake Hazard Map for San Francisco, Scenario: Rodgers Creek + North Hayward Segments of the Hayward-Rodgers Creek Fault System in Earthquake Hazard Maps, Association of Bay Area Governments website, *http://www.abag.ca.gov/cgi-bin/pickmapx.pl*, updated October 20, 2003, accessed December 18, 2007.

91 *San Francisco General Plan* Community Safety Element, Map 2-Ground Shaking Intensity, Magnitude 7.1 earthquake on the Peninsula segment of the San Andreas fault, 1997.

92 Earthquake Hazard Map for San Francisco, Scenario: Entire San Andreas Fault System in Earthquake Hazard Maps, Association of Bay Area Governments website, *http://www.abag.ca.gov/cgi-bin/pickmapx.pl*, updated October 20, 2003, accessed December 18, 2007.

93 *San Francisco General Plan* Community Safety Element, Map 3-Ground Shaking Intensity, Magnitude 7.1 earthquake on the Northern segment of the Hayward fault, 1997.

the Rodgers Creek and Northern segments Hayward fault. The proposed Project probably would be exposed to moderate or strong earthquake shaking during the life of the improvements because recent studies by the United States Geological Survey (USGS) indicate there is a 62 percent likelihood of a M_W 6.7 or higher earthquake occurring in the Bay Area within the next 30 years, and a 21 percent chance that such an earthquake would occur on the San Andreas fault within the same timeframe.[94] Compliance with Chapter 16, Structural Design Requirements, Division IV, Earthquake Design, of the *San Francisco Building Code* (*Building Code*) would reduce potential damage to the proposed Project that otherwise might result from groundshaking to a less-than-significant impact.

Liquefaction. A geotechnical report was prepared for the Project Sponsor by Professional Services Industries, Inc.[95] Seven soil borings were completed, ranging from 3 feet to 20 feet below ground surface, to evaluate the subsurface conditions. Near surface soils encountered in the borings consisted primarily of 1.5 feet to 15 feet of firm to hard silty clay and silt containing varying amounts of sand and gravel. Underlying these soils was soft to moderately hard serpentinite bedrock (hardness dependent primarily on the degree of weathering) to the total depth explored. Groundwater was not encountered in any borings. Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction occurs in saturated soils, that is, soils in which the space between individual particles is completely filled with water. The geotechnical investigation concluded that the potential for liquefaction and seismically-induced settlement, which typically occur in loose granular soils saturated with groundwater, was low because groundwater was not encountered in the exploratory borings and the soils were firm to hard. Adherence to the foundation support requirements of Chapters 16 and 18 of the *Building Code* and the grading requirements in Chapters 18 and A33 of the *Building Code*, as required by City ordinance, would ensure the maximum practicable protection available from soil failures of all types, including liquefaction, under daily conditions or an earthquake, for structures and their associated trenches, temporary slopes, and foundations. Consequently, the impacts related to ground failures would be less than significant.

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94 Working Group on California Earthquake Probabilities, *Earthquake Probabilities in the San Francisco Bay Region: 2003 to 2032 - A Summary of Findings,* United States Geological Survey, Open File Report 03-214, Online Version updated May 17, 2005, accessed December 18, 2007.

95 Professional Services Industries, Inc., *Geotechnical Engineering Services Report for the Proposed Redevelopment of Hunters View Housing Development*, October 10, 2003.

Landslides. The San Francisco General Plan[96] and the geotechnical investigation reported moderately steep slopes, with bedrock at the cores, in the vicinity of the Project Site and concludes that seismically-induced landsliding is a low to moderate hazard at the Project Site.

Topographic Changes. Although development of the proposed Project would alter the local topography through excavation and grading, it is not anticipated to have an overall effect on the topography of the area. The proposed Project would involve excavation to as much as 20-25 feet deep to provide foundations for the buildings and to set the buildings into the existing hillside. Because the Project Sponsor would be required to comply with the previously mentioned sections of the *Building Code*, the maximum practicable protection available from slope failures under static or dynamic conditions would be ensured. Consequently, the impacts related to topographic changes and landslides would be less than significant.

Erosion. The Project Sponsor would be required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program "Checklist for Construction Requirements" (see Topic 14, *Hydrology and Water Quality*, of this Initial Study). The implementation of erosion and sedimentation control measures, as required by the City and the Regional Water Quality Control Board, would reduce potential short-term construction-related topsoil-loss impacts to a less-than-significant level.

Soil Stability. The geotechnical investigation prepared for the Project states that the serpentinite bedrock covered with 24 inches of properly compacted engineered fill would provide adequate support for conventional shallow foundation designs, such as spread footings or continuous footings.[97] The geotechnical report provides foundation-support recommendations, consistent with the requirements of the *Building Code*, that would be the base design applied to the Project Site. Part of the City's construction permitting process requires completed reports of soil conditions at the specific construction sites to identify potentially unsuitable soil conditions including liquefaction, subsidence, expansion, and collapse. The evaluations must be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied, depending on the soil conditions. The design of foundation support must conform to the analysis and implementation criteria described in the *Building Code*, Chapters 16, 18, and A33. Adherence to the *Building Code* would ensure the maximum practicable protection available for users of buildings and infrastructure and their associated trenches, slopes, and foundations. Consequently, the proposed Project would have a

[96] *San Francisco General Plan* Community Safety Element, Map 5-Areas Susceptible to Landslides, 1997.

[97] Professional Services Industries, Inc., *Geotechnical Engineering Services Report for the Proposed Redevelopment of Hunters View Housing Development*, October 10, 2003.

less-than-significant impact regarding the potentially adverse effects of unstable soils or geologic units.

Expansive Soils. Shrink-swell potential (expansive soil) is the capacity for volume change in a soil with a loss or gain in moisture. If the shrink-swell potential is moderate to high, damage to buildings, roads, and other structures can occur. Chapter 16 of the *Building Code* ensures structures intended for human occupancy built on expansive soils are subject to less-than-significant heaving and/or settling effects by requiring such development to meet specific minimum structural design standards. Chapter 18 of the *Building Code* reduces such impacts by requiring that all development intended for human occupancy adhere to specific minimum standards for excavation of foundations and structural design standards for retaining walls. Chapter 33 of the *Building Code* specifies the requirements to be fulfilled for site work, demolition, and construction, including the protection of adjacent properties from damage caused by such work. Chapter A33 of the *Building Code* reduces such impacts by requiring that all development intended for human occupancy adhere to regulations pertaining to grading activities, including drainage and erosion control, and construction on expansive soils. The *Building Code* requires a site-specific geotechnical study to address soil factors, such as shrink-swell potential, that must be considered in structural design. Consequently, the impacts related to expansive soils would be less than significant.

Wastewater Disposal. The proposed Project would connect to the existing wastewater disposal system and would not use septic tanks or other alternative wastewater disposal systems. Consequently, the site soils' capacity to support such systems is not applicable to the proposed Project.

Unique Geologic Features. The serpentinite bedrock at the Project Site contains asbestos. The amount of asbestos that typically is present in these rocks ranges from less than 1 percent to about 25 percent, although it can be higher. Asbestos is released from serpentinite when the rock is broken or crushed. Asbestos is hazardous and may cause lung disease and cancer. Asbestos-related health risks are dependent upon length and intensity of exposure. Excavation and grading activities as part of the proposed Project could release asbestos from the serpentinite. Release of asbestos is not considered a geologic impact for purposes of environmental review, because the primary hazard is wind-born dust from the Project Site (an air quality impact). In this EIR, asbestos release from soils-disturbing activities is discussed in Chapter III.E, Air Quality, and Section 8, below, Hazards and Hazardous Materials.

In reviewing the final building plans, the San Francisco Department of Building Inspection (DBI) refers to a variety of information sources to determine existing hazards and assess requirements for development. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco, as well as the building inspector's working knowledge of areas of special geologic concern. During the DBI's review of building permits for the site, the preparation of an updated geotechnical report would be required. In addition, the DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Based on this information, DBI would determine necessary engineering and design features. Potential damage to structures from all geologic hazards would be reduced to a less-than-significant level through the DBI processing of the building permit application and implementation of the requirements of the *Building Code*.

In view of the above discussion, the proposed Project would not have a significant effect related to geology and soils.

Cumulative Geology and Soils. The context for the analysis of cumulative soils, geology and seismicity impacts is the City of San Francisco, including all cumulative growth therein, as represented by full implementation of the General Plan. The Hunters View Housing Project could increase the number of people and structures that could be exposed to effects related to seismic hazards such as groundshaking. Implementation of the Project would increase the number of structures that could be subject to the effects of expansive soils or other soil constraints that could affect structural integrity, roadways, or underground utilities. Site preparation and development would create temporary and/or permanent ground surface changes that could alter erosion rates. Potentially adverse environmental effects associated with seismic hazards, as well as those associated with expansive soils, topographic alteration, and erosion, are considered site-specific and generally do not combine with similar effects that could occur with other projects in the City. Implementation of the provisions of the *Building Code*, the National Pollution Discharge Elimination System permit requirements, and Policies of the General Plan Community Safety Element would ensure that these site-specific potential impacts would be maintained at, or reduced to, less-than-significant levels. As such, the impacts of project implementation would not be cumulatively considerable. Consequently, the proposed Project would not have a significant impact on geology or soil resources, nor would the Project contribute to any potential significant cumulative effects on geology or soils.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
7. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

Regulatory Standards. The federal Clean Water Act established the National Pollutant Discharge Elimination System (NPDES) program to protect water quality. Under the Clean Water Act, Section 402, discharge of pollutants to receiving waters is prohibited unless the discharge is in compliance with an NPDES permit. In California, the United States Environmental Protection Agency (EPA) has determined that the State's water pollution control program had sufficient authority to manage the NPDES program under California law in a manner consistent with the Clean Water Act. Therefore, implementation and enforcement of the NPDES program is conducted through the California State Water Resources Control Board (SWRCB) and the nine RWQCBs. All water discharged from the proposed development, including construction-related wastewater, wastewater from the proposed new housing and

facilities, and stormwater runoff, would be subject to NPDES permitting requirements, as administered by the RWQCB and the City. The Project Sponsor would be required to comply with these federal, state and local water quality standards as a condition of project approval. While the proposed Project would be expected to have some level of impact on hydrology and water quality, compliance with the NPDES permitting requirements would reduce its overall impact to water quality and water discharge to a less-than-significant level. Specific types of water-related impacts from the proposed Project are discussed below.

Groundwater. During the geotechnical survey of the site, groundwater was not encountered in any of the borings to the total depth of approximately 20 feet below grade. However, during excavation, groundwater may be encountered on site and dewatering may be required. Any groundwater encountered during construction of the proposed Project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this analysis, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works (DPW) would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the Project Sponsor to perform this monitoring. These measures would ensure protection of water quality during construction of the proposed Project.

In the long-term, water service to the site would be provided through the City of San Francisco (Public Utilities Commission), and groundwater would not be used at the site. Therefore, groundwater resources and recharge would not be substantially degraded or depleted and the proposed Project would have a less-than-significant effect on groundwater.

Siltation. Siltation may occur when soils are eroded by water and are carried to other areas where they accumulate as silt. The proposed Project is not anticipated to have a long-term effect on siltation as the landscaped areas on site are expected to become stable and not subject to substantial erosion or siltation on- or off-site. Thus, any long-term siltation effects would be less than significant. Construction-related siltation is addressed below under "Water Quality."

Flooding. Flooding potential may be increased by development which alters natural water flow at the site. While minor flooding may occur in any urban environment (primarily do to clogged drains) the proposed Project would not alter the drainage pattern of the site in a manner that could result in substantial flooding on- or off-site.

Runoff. Stormwater runoff is affected by topography, drainage and surface cover. The Project Site is located on a hillside with topography that ranges from relatively flat to steep. The current ground cover at the Project Site includes a mix of permeable and impermeable surfaces. Impermeable surfaces include buildings, roads and sidewalks. Permeable surfaces include yards, open space and recreation areas, which are typically grass or dirt with trees and bushes. The proposed Project would seek Leadership in Energy and Environmental Design Neighborhood Development (LEED ND) certification. LEED ND principles include landscaping methods to reduce the rate and flow of stormwater runoff. The Project would include community enhancement programs and design guidelines, such as Streetscape Plans, Green Streets and Framework Open Space programs that would promote increased landscaping, street trees and open space. These guidelines would be expected to minimize any increases in stormwater runoff flowing to the combined sewer system from the site.

Neither the details of these enhancement programs, the site design measures, nor the extent of such improvements are known at this time. As noted above, the Project would be designed to minimize increased runoff to the combined sewer system. Despite the implementation of these measures, the Project could result in some increased runoff from the site over existing conditions. However, as discussed under Water Quality, below, the increased runoff would not exceed the capacity of existing or planned stormwater drainage systems or the permitting requirements of the NPDES and the RWQCB. Therefore, the Project contribution to changes in runoff would be less than significant.

Water Quality. The City's combined sewer and wastewater system collects and transports both sewage and stormwater runoff through the same set of pipes. Sewage flows from the Project Site are transported to the Southeast Water Pollution Control Plant, (SEWPCP), which is located approximately 0.5 miles northeast of the Project Site. This facility, and associated peak-period facilities, treat a mix of sewage and stormwater. When rainfall intensity results in combined flows that exceed the total capacity of the treatment system the excess flows consisting of about 6 percent sewage and 94 percent stormwater may be released into the Bay through CSO structures along the eastern shore of the City. Stormwater runoff in an urban location is also a known source of pollution, and pollutants may enter the Bay during CSO events. Some level of pollution runoff is endemic to all urban development.

During construction and operation, the proposed Project would be required to comply with all applicable water quality and wastewater discharge requirements. Construction stormwater discharges would be subject to the requirements of Article 4.1 of the *San Francisco Public Works Code*, which incorporates and implements the City's NPDES permit, and the nine minimum controls described in the federal CSO Control Policy. The minimum controls include development and implementation of a pollution prevention program. At a minimum, the City requires that the Project Sponsor develop and implement an erosion and sediment control plan to reduce the impact of runoff from the construction site. Sediment and erosion control protect against potential siltation effects. The erosion and sediment control plan must be reviewed and approved by the City prior to implementation, and the City conducts periodic inspections to ensure compliance with the erosion and sediment control plan. Compliance with City regulations would reduce construction-related impacts to a less-than-significant level.

The proposed Project would result in an intensification of land uses and an associated increase in sewage generated by new residents and employees. The additional dry weather flow associated with implementation of the proposed Project would be a negligible incremental increase to the existing dry weather flow and could be accommodated within the City sewer system's existing capacity. Although the total increase in sewage generated as a result of implementation of the proposed Project could be accommodated within the existing system's operating capacity and permitted discharges, the incremental increase of sewage during wet weather would affect the overall system's wet weather operations. This increase in sewage could cumulatively contribute to an increase in average volume of CSO discharges to the Bay.

An increase in the volume of CSO discharges could be a concern because the RWQCB has designated this portion of the Bay as an impaired water body under Section 303(d) of the Clean Water Act, which indicates water quality standards are not expected to be met after implementation of technology-based effluent limitations, and because CSO discharges contain pollutants for which the Bay is impaired. On April 11, 1994 the USEPA adopted the Combined Sewer Overflow Control Policy (CSO Control Policy), which became part of the Clean Water Act in December, 2000. This policy establishes a consistent national approach for controlling discharges from combined sewers to the nation's water. Using the NPDES permit program, the policy initiates a two-phased process with higher priority given to more environmentally sensitive areas. During the first phase, the permittee is required to implement the nine minimum controls that constitute the technology-based requirements of the Clean Water Act and can reduce the frequency of CSOs and their effects on receiving water quality. During the second phase, the permittee is required to continue implementation of the nine minimum controls, properly operate and maintain the completed CSO controls in accordance with the

operational plan, and implement the post-construction monitoring program. In conformance with the CSO Control Policy, the City has developed a long-term control plan to select CSO controls to comply with water quality criteria and to protect the beneficial uses of the receiving waters. Continued implementation of the City's long-term plan for CSO control would reduce any potential impacts of the proposed Project to a less-than-significant level. The *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report* (BVHP FEIR) found that overall future development in the BVHP Project Area, of which the Project Site is part, would not result in net increase in volume of stormwater draining to the combined sewer system, and that compliance with applicable regulations and policies cited in the FEIR would protect water quality.[98]

100-Year Flood Hazard. The City of San Francisco does not currently participate in the Flood Insurance Program (NFIP) and no flood maps are published for the City. The Federal Emergency Management Agency (FEMA) is revising Flood Insurance Rate Maps (FIRMs), which support the NFIP, for San Francisco Bay Area communities. As part of this effort, FEMA plans to prepare a FIRM for the City and County of San Francisco for the first time. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco. The preliminary map is for review and comment only; FEMA anticipates that the final map will be published in September 2008.[99] FEMA has tentatively identified special flood hazard areas (SFHAs)[100] along the City's shoreline in and along the San Francisco Bay consisting of "A zones" (areas subject to inundation by tidal surge) and "V zones" (areas subject to the additional hazards that accompany wave action). According to the preliminary map, the Project Site is not within an A zone or a V zone.[101] In addition, there are no natural waterways within or near the Project Site that could cause stream-related flooding. Therefore, no impacts related to placement of housing or other structures in a 100-year flood zone would occur.

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98 San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, pp. III.M-25 – III.M-42.

99 City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, *http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf*, accessed February 26, 2008.

100 A special flood hazard area is the flood plain that is at risk from the 100-year flood (a flkood having a one-percent chance of occurrence in a given year).

101 Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panel 120, September 21, 2007, available on the Internet at *http://www.sfgov.org/site/uploadedimages/risk_management/j120A_jpg.jpg*, accessed February 26, 2008.

Levee or Dam Failure. The Project Site is not located within an inundation area for any levee or dam.[102] Thus, no impact would occur.

Inundation by Tsunami, Seiche or Mudflow. The Project Site is not located in an area of potential inundation by tsunami, as designated by the *General Plan* 20-foot Tsunami Run-up Map.[103] A seiche is a wave that oscillates in lakes, bays, or gulfs as a result of seismic or atmospheric disturbances. Seiches may occur in the San Francisco Bay. Given that the Project Site is close to the San Francisco Bay, inundation by seiche is a potential hazard. The Project Site ranges in elevation from approximately 50 feet to 150 feet. Thus, it could only be affected by a seiche with a runup of 50 feet or more. A seiche of this size has not occurred and is not likely to occur in the Bay Area. The elevation of the Project Site is great enough at 50 feet or more to conclude that the potential seiche hazard is less than significant. Thus, there is no potential danger of Seiche or Tsunami from the San Francisco Bay at the Project Site.

Mudslides may occur in San Francisco during periods of heavy rain. Any potential hazard from mudslides at the site would be avoided by DBI's approval of the final plans for the site, which would evaluate any potential mudslide hazard on the site. As a condition of approval, the City may require specific elements in the Project landscaping and building construction to reduce the hazard of mudslides to a less-than-significant level.

Cumulative Hydrology. The proposed Project would not have a significant impact on hydrology or water quality, nor would the project contribute to any potential significant cumulative effects on hydrology or water quality.[104]

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. HAZARDS AND HAZARDOUS MATERIALS Would the Project :					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☐

[102] ABAG, *http://www.abag.ca.gov/cgi-bin/pickdamx.pl*, accessed February 26, 2008.

[103] City and County of San Francisco, *San Francisco General Plan*, Community Safety Element, Map 6, adopted July 1995.

[104] San Francisco Redevelopment Agency and San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report*, certified March 2, 2006. File No. 1996.546E, Chapter III.M, Hydrology and Water Quality.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☐	☒
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

Hazardous Materials Use, Transport, and Disposal. The proposed Project would involve the development of up to 800 residential units with approximately 6,400 sf of resident-serving commercial use, and about 21,600 sf of community uses which would require relatively small quantities of hazardous materials for routine purposes, such as cleaners, disinfectants, and lawn care chemicals. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. Businesses that routinely use or handle hazardous materials, such as dry cleaning chemicals are regulated by agencies including the City and County of San Francisco and the California Environmental Protection Agency. Therefore impacts with regard to hazardous materials transport, use and disposal would be less than significant.

Release of Hazardous Materials. The proposed Project is a residential development and would not involve the routine handling of hazardous materials once the Project has been built; release of hazardous materials after the demolition and construction phase is unlikely. However, given that the Project Site is located on serpentine soils and contains older buildings which will be

demolished, release of hazardous materials during construction is possible. Several site-specific hazardous materials studies were conducted to gather information about contaminants which might be encountered during construction.

Asbestos (Naturally Occurring). Serpentinite is known to be present in the bedrock that would be excavated throughout the Project Site, in some places this bedrock is exposed. When serpentinite is exposed, it becomes weathered, the serpentine mineral is released and becomes part of the soil.

Serpentinite commonly contains naturally occurring chrysotile asbestos, a fibrous mineral that can be hazardous to human health if it becomes airborne. In the absence of proper controls, the asbestos could become airborne during excavation and the handling of excavated materials. On-site workers and the public could be exposed to the airborne asbestos unless appropriate control measures are implemented.

However, the construction contractors would be required to comply with the asbestos Airborne Toxic Control Measure (ATCM) to prevent airborne (fugitive) dust containing asbestos from migrating beyond property boundaries during excavation and handling of excavated materials, as well as to protect the workers themselves. The California Air Resources Board (CARB) adopted the Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations, which became effective in the Bay Area Air Quality Management District (BAAQMD) on November 19, 2002.[105] The ATCM protects public health and the environment by requiring the use of best available dust mitigation measures to prevent off-site migration of asbestos-containing dust from road construction and maintenance activities, construction and grading operations, and quarrying and surface mining operations in areas of ultramafic rock,[106] serpentine,[107] or asbestos.[108] The BAAQMD implements the regulation.

A discussion of the Asbestos ATCM implemented by the Bay Area Air Quality Management District is included in Chapter III.E Air Quality, p. 171.

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105 California Air Resources Board, Regulatory Advisory, *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*, July 29, 2002.

106 Ultramafic rocks are formed in high temperature environments well below the surface of the earth.

107 Serpentine is a naturally occurring group of minerals that can be formed when ultramafic rocks are metamorphosed during uplift to the earth's surface. Serpentinite is a rock consisting of one or more serpentine minerals, formed when ultramafic rocks metamorphose. This rock type is commonly associated with ultramafic rock along faults such as the Hayward fault. Small amounts of chrysotile asbestos, a fibrous form of serpentine minerals are common in serpentinite.

108 Asbestos is a term used for several types of naturally occurring fibrous materials found in many parts of California.

Assuming compliance with the asbestos ATCM, potential impacts related to exposure to naturally occurring asbestos in soils and rock during construction would be less than significant.

*Storage Tanks***.** As stated in the Project Description, the Project Site currently includes buildings that were constructed in 1957 on the foundations of World War II workforce housing. A mixture of residential dwellings, commercial structures, the former PG&E Hunters Point power plant, and public open space occupy the surrounding area. The adjacent site to the southeast is unimproved with the exception of overhead electrical power lines and a storage structure described below.

A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site, by Smith-Emery GeoServices.[109] The ESA lists current and past operations, reviews environmental agency databases, records and identifies site reconnaissance observations, and summarizes potential contamination issues. As an update to the Phase I ESA, a search of available environmental records was conducted by Environmental Data Resources, Inc (EDR).[110] The records search was conducted for the Project Site and a one-mile radius from the Project Site, to meet the search requirements of EPA's Standards and Practices for all Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) for the evaluation of environmental risk associated with a land parcel.

The Phase I analysis included a review of historic Sanborn maps. Based on the maps the site was vacant until at least 1914. Sometime after the United States entered World War II, housing was constructed on the site. The site became one of many temporary housing projects constructed in the San Francisco Bay Area during World War II to house the large work force of civilian defense workers. In 1951, this temporary housing was razed, leaving only the building foundations. The current buildings were completed in 1957. Based on the aerial photographs which confirm the historic residential uses of the site, it is not likely that the site would contain contamination from storage tanks or accidents. There was no evidence from the photographs that tanks or gas stations were present at the site or that excessive drums or debris were stored, or that soils were stained or discolored. However, a site reconnaissance was conducted as well.

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109 Smith-Emery GeoServices, *Phase I Environmental Site Assessment Hunters View Housing Project, San Francisco, California*, July 25, 2003. This study is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor as part of Case No. 2007.0168E.

110 Environmental Data Resources, *Radius Search with GeoCheck®*, October 12, 2007. This study is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor as part of Case No. 2007.0168E.

The goal of the Phase I site reconnaissance was to observe the property for evidence of underground storage tanks (USTs), aboveground storage tanks (ASTs), drums, sumps, pits, lagoons, leach fields, dry wells, suspected polychlorinated biphenyls (PCBs), asbestos-containing materials (ACMs), potential contamination, and onsite handling of hazardous materials and wastes. USTs and ASTs are discussed, below. No pits, lagoons, leach fields and dry wells were observed. PCBs and ACMs are discussed, respectively, below.

*Aboveground Storage Tanks (AST)***.** The former PG&E power plant, located on the east side of Evans Avenue adjacent to the Project Site, historically, included many above-ground storage tanks (ASTs). In the 1946 aerial photo, one large AST is present; by 1957, three more ASTs had been constructed and by 1965 another three ASTs were present in the area immediately adjacent to the north side of the Project Site. In the 1982 aerial photograph, a fourth AST is visible in that same area, adjacent to the north side of the Project site. The former PG&E power plant is closed and is currently being dismantled. The ASTs noted above were removed as part of the plant closure. There are no records of leaks, accidents or spills with regard to these tanks. Further, these tanks and the entire PG&E power plant site were at a lower elevation than the Project Site; therefore, even if soil or groundwater contamination had occurred at that site, no down-gradient or cross-gradient contamination would reach the Project Site and no impact would occur.

Underground Storage Tanks (USTs). According to the Phase I ESA, eight former underground storage tanks (USTs) were identified on five sites within a 0.5-mile radius of the Project Site. Subsequent to removal of all of these tanks, Remedial Action Completion Certification(s) were issued by the City and County of San Francisco for each site. Given their closure status and their locations down gradient from the Project Site, none of these USTs pose a significant environmental concern for development of the Project Site. No information indicating any underground storage tanks (USTs) or any current or historical storage of hazardous materials on the Project Site was on file with the City and County of San Francisco Department of Public Health Bureau of Environmental Health Management.[111]

Therefore, the Phase I ESA concluded that the Project Site and surrounding parcels do not pose a substantial hazardous material risk to development of the Project Site.

[111] Smith-Emery Company, *Phase I Environmental Site Assessment Hunters View Housing Development, San Francisco, California*, August 25, 2003. This study is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor as part of Case No. 2007.0168E.

Hazardous Building Components. Structural building components may contain hazardous materials such as asbestos, polychlorinated biphenyls (PCBs), mercury and lead. Typically, these materials are present in buildings constructed prior to 1981 and can present a hazard to construction workers during the demolition process. These materials are subject to various regulatory schemes, as described below. Given the age of the buildings, both asbestos-containing materials (ACMs) and lead-based paint were assumed to be present, and site surveys were conducted.

Polychlorinated Biphenyls (PCBs): The California Department of Toxic Substances Control has classified PCBs as a hazardous waste when concentrations exceed 5 parts per million (ppm) in liquids or when a standard extract of a non-liquid exceeds 5 ppm. Electrical transformers and fluorescent light ballasts may contain PCBs, and if so, they are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Ballasts manufactured since 1978, in general, do not contain PCBs and are required to have a label stating that PCBs are not present.

Mercury: Spent fluorescent light tubes, thermostats, and other electrical equipment contain heavy metals that, if disposed of in landfills, can leach into the soil or groundwater. Lighting tubes sometimes contain concentrations of mercury that exceed regulatory thresholds for hazardous waste and, therefore, must be managed in accordance with hazardous waste regulations. Elemental mercury can be found in many electrical switches, including thermostats, and when disposed of, such mercury is considered hazardous waste.

Disposal of PCBs and mercury containing waste in a regular landfill could result in a significant environmental impact. Therefore, the Project would include Mitigation Measure H-2, Chapter IV. p. 200 to reduce impacts of improper disposal of those materials to a less-than-significant level.

Asbestos: Asbestos is regulated both as a hazardous air pollutant and as a potential worker safety hazard. Bay Area Air Quality Management District and California Division of Occupational Safety and Health Administration regulations restrict asbestos emissions from demolition and renovation activities, and specify safe work practices to minimize the potential to release asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential to release asbestos fibers; and require notice be given to federal and local government agencies prior to beginning

renovation or demolition that could disturb asbestos. California requires the licensing of contractors who conduct asbestos abatement activities.

Asbestos Survey Reports were prepared for the Project Site in September and November 1994 by SCA Environmental, Inc.[112],[113] The September 1994 Report contained a series of data sheets documenting some of the physical characteristics of the buildings. This report did not include any analysis or conclusions about the presence or absence of ACMs. The November 1994 Report summarized the findings of several ACM surveys and concluded that ACMs were found in floor tiles or linoleum sheeting in seven buildings.

Each residential unit at Hunters View contains a domestic hot-water heater and wall-mounted gas heater, with the exception of the Hunters View management offices. The pipe flues which carry the exhaust gases from each heater through the roof contain ACMs. Most buildings contain a central heating and hot water system that has been previously abated of ACMs. None of the building roofing samples tested positive for asbestos. The formica mastic, acoustical ceiling tiles, and baseboard mastics were all determined to be non-asbestos materials.[114]

ACMs have thus been identified in buildings proposed for demolition and release of asbestos fibers into the environment would constitute a significant impact for potential health risks to workers and nearby residents. Regulations, described below, are in place to prevent the accidental upset or release of these hazardous materials, and implementation of these requirements would reduce the risk of accidental exposure during construction to a less-than-significant level. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement is to be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

BAAQMD notification includes: listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and

[112] SCA Environmental, Inc., *Asbestos Survey Report for Hunter's View Housing, San Francisco, California. Volume 1 – Summary Report.* November 1994.

[113] SCA Environmental, Inc., *Asbestos Survey Report for Hunter's View Housing, San Francisco, California. Volume2 – Building 1501 Appendices.* September 1994.

[114] SCA Environmental, Inc., March 2004.

completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the demolition permit until the Project Sponsor has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos removal would be reduced to a less-than-significant level.

Lead: California Division of Occupational Safety and Health Administration standards establish a maximum safe exposure level for types of construction work where lead exposure may occur, including demolition of structures where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, and renovation of structures with materials containing lead. Inspection, testing, and removing lead-containing building materials is to be performed by state-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations. The U.S. Department of Housing and Urban Development (HUD) has published guidelines for the evaluation and control of lead-based paint hazards in housing.[115] Typically, building materials with lead-based paint attached are not considered hazardous waste unless the paint is chemically or physically removed from the building debris.

[115] U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995, revised 1997.

Lead-Based Paint. Harding ESE, Inc. conducted a Risk Assessment Report Form.[116] The report evaluated the potential for lead-based paint to occur on the site. As a follow up to the Risk Assessment, an Exterior Lead-Based Paint Risk Assessment was performed by SCA Environmental, Inc.[117] Units at 70 Middle Point Road and 90 Middle Point Road had elevated levels of lead requiring remediation of all units in these two buildings. The following building exterior components were also identified as having HUD-defined lead-based paints (LBPs): door casings, window casings and sills, porch overhangs and fascias, concrete foundations, upper walls (wood paneling between windows), roof overhang and fascia, tongue and groove (horizontal wood), corrugated wall (board and batten siding), and metal baseboards (metal stops for decorative panels).

In addition to concerns regarding lead-based paint, lead-contaminated soil was identified in several locations on the Project Site. The soil sampling occurred under building overhangs and contamination is likely due to lead-based paint. Given that the Project Site is not located on Bay fill and is therefore not subject to Article 22A, the Maher Ordinance, there is no nexus for requiring soil sampling to the depth of excavation. However, Mitigation Measures H-3 and H-4, in Chapter IV. p. 200 would reduce impacts from handling contaminated soil to a less-than-significant level.

The lead-based paints identified were too widespread to remediate permanently. Instead remediation was achieved using temporary measures to stabilize and re-paint the exterior finishes.[118] As a result, many, if not all of the buildings proposed for demolition are covered in lead-based paint.

Demolition must comply with Chapter 34, Section 3407 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on any building built on or before December 31, 1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 square- or linear-feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD

116 Harding ESE, Inc., *Risk Assessment Report Form for Hunters View*, February 7, 1994.
117 SCA Environmental, Inc., *Summary Report: Exterior Lead-Based Paint Risk Assessment*, March 19, 2004.
118 SCA Environmental, Inc., March 2004.

Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of work debris beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed Project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI) of the location of the Project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead-Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the *San Francisco Building Code* would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a less-than-significant level.

Schools. The Malcolm X Academy, a public elementary school, is adjacent to the south of the Project Site. The following schools are within one mile; Daniel Webster Elementary, Starr King Pre-K, Live Oak School, International Studies Academy, and Friends of Potrero Hill Nursery. The demolition and construction periods of the proposed Project would involve handling hazardous waste, however, given the regulatory compliance required for this activity,

particularly regarding airborne asbestos and ACMs, the proximity of the schools would not be of particular concern, and no additional mitigation is necessary.

Hazardous Materials Sites. Based on information provided by the City and County of San Francisco Department of Public Health, Bureau of Environmental Health Management, Hazardous Materials Unified Program Agency[119] as part of the Phase I report, no spillage or storage of hazardous materials has occurred on site, historically. The former Hunters Point power plant site is listed on the regulatory database as having hazardous materials stored onsite. As reported in the SCA 2004 report, part of the PG&E site is leased to Pacific Bell. Personal communication with the Pacific Bell Engineering Department indicated that the hazardous materials storage consists of a "hut" containing a "cross connection box/server" and cables and electrical test equipment.[120] This storage would not pose a risk to the proposed Project.

There are three Comprehensive Environmental Response, Compensation and Liability Information Systems sites (CERCLIS) within 0.5 miles of the Project Site. They are the United States Postal Service site at 1300 Evans Avenue, the India Basin Boatyard at 894 Innes Avenue and Donco Industries, Inc., also at 894 Innes Avenue. These sites are being screened for inclusion on the National Priorities list. All three sites are downgradient from the Project site; therefore, no impact would occur from these sites. The former Hunters Point power plant at 1000 Evans Avenue is listed on the Resource Conservation and Recovery Act (RCRA) site for storage of oil. No spills or leakage have been reported.

There are six Cortese sites with 0.5 miles of the Project Site. They are the former Hunters Point power plant, Marelich Mechnical at 200 Jennings Street, the United States Postal Service at 1300 Evans Avenue, George Paizi Trustee at 966 Innes Avenue, Blakeway Metal Works at 101 Cargo Way and the Mee Corp. at 895 Innes Avenue. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The Project Site is not included on the Cortese list and all of the listed sites are downgradient from the Project Site; therefore no impact would occur.

[119] SCA Environmental, Inc., March 2004.
[120] SCA Environmental, Inc., March 2004.

Finally, the PG&E Hunters Point power plant is listed on the Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's EnviroStor database, which identifies sites that have known contamination or warrant further investigation. This listing is a result of polychlorinated biphenyl contamination which was detected in groundwater (not drinking water) in 1995. The contamination is under containment and remediation and is downgradient from the Project Site and therefore would not have an impact on the proposed Project.

Public Airports. The Project Site is at least nine miles from the nearest public airports The Project Site is not located within two miles of any of these airports, nor is it within an Airport Land Use Plan. Therefore, this topic is not applicable.

Private Airstrips. There are no private airstrips in the vicinity of the proposed Project, therefore this topic is not applicable.

Fire Safety; Emergency Response or Evacuation Plans. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its *Building* and *Fire Codes*. The proposed Project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for new and modified structures. Consequently, the proposed Project would not create a substantial fire hazard nor interfere with emergency access plans.

Cumulative Hazardous Materials. The proposed Project would not have a significant impact on hazardous material conditions on the Project Site or vicinity, nor would the Project contribute to any potential significant cumulative effects.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. MINERAL AND ENERGY RESOURCES—Would the Project :					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Minerals. All land in San Francisco, including the Project Site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the Project Site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed Project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed Project.

Energy. The proposed Project is a residential development with some commercial and community-serving uses, and associated parking and landscaping. No part of the operation of this Project would result in excessive or wasteful consumption of fuel, water or energy resources. The construction phase of the Project would require watering for air quality purposes, but this would not have a significant effect.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the Project :**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	☐	☐	☐	☐	☒

Agricultural Resources. The Project Site is located in the City of San Francisco, an urban area, and therefore is not agricultural in nature. The California Department of Conservation

designates no land within the City boundaries as Williamson Act properties or important farmland.[121] The proposed Project would not convert farmland to a non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, nor cause other changes that would lead to the conversion of Farmlands of Statewide Importance to nonagricultural use.

[121] San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation *Important Farmland of California Map,* 2002. This map is available for viewing on-line at the Department of Conservation website (*http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2004_11_17.pdf*), accessed for this report February 15, 2007.

IV. MITIGATION MEASURES AND IMPROVEMENT MEASURES

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the project. Mitigation measures identified in the EIR and listed below would be required by decision makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. Improvement measures are suggested to reduce adverse environmental effects not otherwise identified as significant environmental impacts. Implementation of some measures may be the responsibility of public agencies. Mitigation measures and improvement measures would be made applicable to the project as part of specific project review. Each mitigation measure and improvement measure and its status is discussed below.

A. TRANSPORTATION AND CIRCULATION

Mitigation Measure D-1: Third Street/Evans Avenue

Baseline Plus Project Conditions

The signalized Third Street/Evans Avenue intersection would degrade from LOS D (average delay of 35.7 seconds per vehicle) to LOS E (average delay of 60.9 seconds per vehicle) with the addition of the project-generated traffic to baseline conditions. The intersection is actuated by video detection equipment and accommodates pedestrians, bicycles, vehicles, and the T-Third Street MUNI line. The T-Third Street MUNI line occupies the center median and makes several trips during the PM peak period. The northbound and southbound through movements are coordinated. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period. The most significant traffic volume increase would occur at the southbound left turn movement (83 vehicles per hour) which is already projected to operate at LOS F during the PM peak hour in the Baseline Conditions.

The project impacts at the Third Street/Evans Avenue intersection could be mitigated by adjusting the maximum allowable southbound left turn green time. In the Baseline plus Project Conditions, the southbound left turn movement is projected to have an allotted green time of 11 seconds per 100-second cycle (LOS F) and the opposing northbound through movement is projected to have an allotted green time of 37 seconds per 100-second cycle (LOS B). To mitigate the impact caused by the proposed Project, the southbound left turn green time could be increased to 16 seconds per 100-second cycle and the opposing northbound through movement green time could be decreased to 32 seconds per 100-second cycle.

With the signal timing modification, the intersection is expected to operate at LOS D with an average delay of 37.1 seconds per vehicle. It should also be noted that the implementation of the proposed mitigation measure would be dependent upon an assessment of transit and traffic coordination along Third Street and Evans Avenue to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

While the mitigation measure described above would reduce the significant Project impacts, further analysis is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable adverse impact at this intersection.

Mitigation Measure D-2: Third Street/25th Street

2025 Cumulative plus Project Conditions

The signalized Third Street/25th Street intersection would degrade from LOS B (average delay of 18.9 seconds per vehicle) to LOS E (average delay of 76.6 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach to the intersection to access the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 280 vehicles per hour to the intersection during the PM peak period – a contribution of 9.9 percent to the overall growth.

A substantial amount of the delay at the Third Street/25th Street intersection would be caused by the permitted eastbound and westbound through- and right-turn movements. 25th Street would have one all-movement lane in each direction. To the west of the intersection, 25th Street is approximately 40 feet wide and accommodates on-street parking. To the east of the intersection, 25th Street is approximately 30 feet wide and does not accommodate on-street parking. With the removal of the on-street parking to the west of the Third Street/25th Street intersection, the eastbound approach would have sufficient width to accommodate a through-left lane and an exclusive right turn lane. The eastbound right turn lane could include an overlap phase to coincide with the northbound left-turn phase, with U-turns from northbound Third Street prohibited. With this modification, the intersection steady demand green time splits could be recalculated, while maintaining a 100-second cycle length. The green time allotted to the T-Third trains and intersection offset would not be modified with the implementation of this mitigation measure. With the re-striping of the eastbound approach, the

removal of on-street parking, addition of an eastbound right-turn overlap phase, and recalculation of the signal timing steady demand green time splits, the Third Street/25th Street intersection would operate at LOS D with an average delay of 35.9 seconds per vehicle.

While mitigation has been identified to reduce impacts, further analysis of some of the measures is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

Mitigation Measure D-3: Third Street/Cesar Chavez Street

2025 Cumulative plus Project Conditions

The signalized Third Street/Cesar Chavez Street intersection would degrade from LOS C (average delay of 32.0 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be fully actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach of the intersection to the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 343 vehicles per hour to the intersection during the PM peak period – a contribution of 11.3 percent to the overall growth.

A substantial amount of the delay at the Third Street/Cesar Chavez Street intersection would be caused by the permitted eastbound and westbound through- and right-turn movements. The westbound Cesar Chavez approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The eastbound Cesar Chavez approach would consist of two left-turn lanes, one through lane, and one exclusive right turn lane in the 2025 Cumulative Conditions. All intersection approaches would be geometrically constrained by existing structures and the T-Third Street light rail line in the center median. Cycle length at this intersection would be constrained because the signal would be part of the Third Street signal system with a maximum100-second cycle length to allow priority for the Third Street light rail operations.

Given the exclusive eastbound right-turn lane and the northbound left-turn phase, the eastbound right-turn lane could include an overlap phase to coincide with the northbound left-turn phase. With the addition of an eastbound right-turn overlap phase, the Third Street/Cesar Chavez intersection would continue to operate at LOS F with an average delay greater than 80.0 seconds per vehicle.

Changes in signal timing and phasing would not mitigate intersection conditions. To mitigate the intersection to an acceptable level of service, major modifications to the intersection geometry would be required. Due to the constraints on Third Street and Cesar Chavez Street, including existing structures that would have to be acquired, such intersection modifications are not considered feasible. The Project's contribution to 2025 Cumulative Conditions at the Third Street/Cesar Chavez Street intersection would be a significant and unavoidable impact.

Mitigation Measure D-4: Illinois Street/Cargo Way/Amador Street

2025 Cumulative plus Project Conditions

The signalized Illinois Street/Cargo Way/Amador Street intersection would degrade from LOS C (average delay of 26.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, vehicles, and a significant amount of heavy truck traffic. Additionally, Union Pacific Railroad tracks will pass through the intersection and the two-lane Illinois Street Bridge to provide rail freight access for local industrial uses. Rail traffic is not expected to use these tracks during the PM peak-period. The proposed Project would add 332 vehicles per hour to the intersection during the PM peak period – a contribution of 18.9 percent to the overall growth.

A substantial amount of the delay at the Illinois Street/Cargo Way/Amador Street intersection would be caused by the protected southbound left- and westbound right-turn movements. The southbound Illinois Street approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The westbound Cargo Way approach would consist of one through lane and one through-right-turn lane in the 2025 Cumulative Conditions. All intersection approaches are geometrically constrained by existing structures and the two-lane Illinois Street Bridge. Cycle length at this intersection would be constrained because the signal would be part of the Third Street signal system with a maximum100-second cycle length to allow priority for the Third Street light rail operations.

The westbound through and right-turn traffic volumes are expected to be similar in the 2025 Cumulative Conditions. Therefore, the westbound approach lanes could be divided into two independent movements – one through lane and one exclusive right-turn lane. Given the exclusive westbound right-turn lane and the southbound left-turn phase, the westbound right-turn lane could include an overlap phase to coincide with the southbound left-turn phase.

With the westbound approach lane reconfiguration, the Illinois Street / Cargo Way / Amador Street intersection would operate at LOS E with an average delay of 56.0 seconds per vehicle in

2025 Cumulative Conditions. To mitigate the intersection to an acceptable level of service, major modifications to the network geometry would be required. Due to the physical constraints at the intersection, particularly on the Illinois Street Bridge, geometric modifications would be infeasible, and the cumulative effects would be significant and unavoidable. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-5: Third Street/Evans Avenue

2025 Cumulative Conditions

The signalized Third Street/Evans Avenue intersection would degrade from LOS E (average delay of 60.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period – a contribution of 9.8 percent to the overall growth.

Substantial delays are expected at all intersection movements; specifically, the southbound left-turn movement and the conflicting northbound through movement. All intersection approaches would be constrained by existing structures and the T-Third Street light rail line in the center median.

Based on the heavy traffic volumes and site constraints, signal phasing and signal timing changes would not improve the Third Street/Evans Avenue operations to acceptable levels. The intersection would continue to operate at LOS F. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-6: Middle Point Road/Evans Avenue

2025 Cumulative Conditions

The all-way stop-controlled Middle Point Road/Evans Avenue intersection would degrade from LOS A (average delay of 8.4 seconds per vehicle) to LOS F (average delay of more than 50.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, and vehicles. The proposed Project would add 580 vehicles per hour to the intersection during the PM peak period – a contribution of 22.3 percent to the overall growth.

A substantial amount of the delay at the Middle Point Road/Evans Avenue intersection would be caused by the southbound and westbound approaches. The southbound Middle Point Road/Jennings Street approach would have one all-movement lane. The westbound Evans Avenue approach would have one left-turn lane, one through lane, and one through-right-turn lane.

The expected traffic volumes at the all-way stop-controlled Middle Point Road/Evans Avenue intersection, would meet signal warrants and signalization would be required. With the existing geometry, the intersection would continue to operate at an unacceptable level (LOS F), even with signalization.

Removal of the on-street parking on Middle Point/Jennings to the north of the Middle Point Road/Evans Avenue intersection, would allow the southbound approach to provide an exclusive left-turn lane and a shared left-through-right lane.

With the installation of an actuated-uncoordinated traffic signal, southbound and westbound approach lane reconfiguration, and removal of on-street parking, the Middle Point Road/Evans Avenue intersection would operate at LOS D, with an average delay of 53.1 seconds per vehicle.[122] Implementation of the proposed mitigation measure would be dependent upon an assessment of traffic coordination along Evans Avenue to ensure that the changes would not substantially affect signal progressions, pedestrian conditions requirements, and programming limitations of signals.

While mitigation has been identified to reduce impacts, further analysis is required to determine its feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

Improvement Measure D.1: Construction Traffic

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion,

[122] For a signalized intersection, a 53.1 second delay would result in an acceptable LOS D.

including transit disruption and pedestrian circulation impacts during construction of the proposed Project.

B. AIR QUALITY

Mitigation Measure E-1.A: Construction Dust Control

Construction activities would generate airborne dust that could temporarily adversely affect the surrounding area. The principal pollutant of concern would be PM_{10}. Because construction-related PM_{10} emissions primarily affect the area surrounding a project site, the BAAQMD recommends that all dust control measures that the BAAQMD considers feasible, depending on the size of the project, be implemented to reduce the localized impact to the maximum extent. To reduce particulate matter emissions during project excavation and construction phases, the Project Sponsor shall comply with the dust control strategies developed by the BAAQMD. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Cover all truck hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard;
- Water all exposed or disturbed soil surfaces in active construction areas at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Install wind breaks at the windward side(s) of construction areas;

- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and
- To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.

Mitigation Measure E-1.B: Construction Equipment Emissions

Reduce emissions from heavy-duty diesel-powered equipment. The Project Sponsor shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site during project excavation and construction phases. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications;
- Use late model heavy-duty diesel-powered equipment at the project site to the extent that it is readily available in the San Francisco Bay Area;
- Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area;
- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site);
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area;
- Limit truck and equipment idling time to five minutes or less;
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

Mitigation Measure E-2: Naturally Occurring Asbestos Control

The Project Site is known to have serpentine rock that contains naturally occurring asbestos, disturbance to which could result in potentially significant impacts to air quality. The Project Sponsor will be responsible for compliance with Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operation as enforced by CARB. These measures require that areas greater than one acre that have any portion of the area to be disturbed located in a geographic ultramafic rock unit or has naturally occurring asbestos, serpentine, or ultramafic rock as determined by the sponsor or an Air Pollution Control Officer shall not

engage in any construction or grading operation on property where the area to be disturbed is greater than one acre unless an Asbestos Dust Mitigation Plan for the operation has been:

- Submitted to and approved by the district before the start of any construction or grading activity; and
- The provisions of that dust mitigation plan are implemented at the beginning and maintained throughout the duration of the construction or grading activity.

Compliance with these dust control measures would reduce air quality impacts to a less-than-significant level.

C. NOISE

Mitigation Measure F-1: Construction Noise

To the extent feasible, the Project Sponsor shall limit construction activity to the hours of 7:00 a.m. to 6:00 p.m. on weekdays, and 7:00 a.m. to 5:00 p.m. on Saturdays and Sundays. If nighttime construction is required, the Project Sponsor shall apply for, and abide by the terms of, a permit from the San Francisco Department of Public Works. The Project Sponsor shall require contractors to comply with the City Noise Ordinance.

Construction contractors shall implement appropriate additional noise reduction measures that include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, where possible, shutting off idling equipment, and notifying adjacent residences and businesses in advance of construction work. In addition, the Project Sponsor shall require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints.

Mitigation Measure F-2: Construction Vibration

The Project Sponsor shall provide notification to the closest receptors, at least ten days in advance, of construction activities that could cause vibration levels above the threshold.

The Project Sponsor shall require construction contractors to conduct demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period.

The Project Sponsor shall require construction contractors to, where possible, and financially feasible, select demolition methods to minimize vibration (e.g., sawing masonry into sections rather than demolishing it by pavement breakers)

The Project Sponsor shall require construction contractors to operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible.

The construction contractor shall implement methods to reduce vibration, including, but not limited to, sound attenuation barriers, cutoff trenches and the use of smaller hammers.

Mitigation Measure F-3: Mechanical Equipment

The proposed Project is zoned as Residential-1 zone, which is prohibited by *San Francisco Police Code Section 2909*, to have a fixed source noise that exceeds 50 dBA, at the property line, between 10:00 p.m. and 7:00 a.m. The proposed Project's mechanical equipment could exceed 50 dBA at the property line. The Project sponsor shall provide shielding to minimize noise from stationary mechanical equipment, including ventilation units, such that noise levels from the equipment at the nearest property line would be below 50 dBA.

The incorporation of Mitigation Measures F-1, F-2 and F-3 would reduce construction and operational noise and vibration impacts to less than significant levels.

D. BIOLOGICAL RESOURCES

Mitigation Measure G-1: Bird Nest Pre-Construction Survey

Given that the presence of mature eucalyptus trees *(Eucalyptus* sp.*)* on the Project Site could potentially provide nesting habitat for raptors (i.e., birds of prey) such as red-tailed hawk and American kestrel, among others, tree removal associated with the proposed Project could result in "take" caused by the direct mortality of adult or young birds, nest destruction, or disturbance of nesting native bird species (including migratory birds and other special-status species) resulting in nest abandonment and/or the loss of reproductive effort. Bird species are protected by both state (CDFG Code Sections 3503 and 3513) and federal (Migratory Bird Treaty Act of 1918) laws. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact.

The Project Sponsor shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the City of San Francisco and CDFG.

- If phased construction procedures are planned for the proposed Project, the results of the above survey shall be valid only for the season when it is conducted.
- A report shall be submitted to the City of San Francisco, following the completion of the bird nesting survey that includes, at a minimum, the following information:
  - A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.

- A map showing the location(s) of any bird nests observed on the Project Site.

If the above survey does not identify any nesting bird species on the project site, no further mitigation would be required. However, should any active bird nests be located on the Project Site, the following mitigation measure shall be implemented.

Mitigation Measure G-2: Bird Nest Buffer Zone

The Project Sponsor, in consultation with the City and County of San Francisco and California Department of Fish and Game (CDFG), shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist, determined by the Environmental Review Officer, shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.

Implementation of Mitigation Measures G-1 and G-2 will avoid significant adverse effects on bird species.

Mitigation Measure G-3: Serpentine Grassland Pre-Construction Measures on the PG&E Property

Remaining examples of serpentine grassland are extremely rare in the Bay Area; each remnant lost contributes to the overall decline of biodiversity within the region. Many of the native plant species associated with serpentine grasslands are endemic (i.e., locally restricted) to this habitat type. If the Project Sponsor can obtain site control for an easement on the PG&E property, construction of the proposed pedestrian walkway from the Hunters View site could impact remnants of serpentine grassland on the PG&E site. Any loss of serpentine grassland could represent a potentially adverse impact to this community type.

Due to the presence of steep slopes, all construction activities associated with the pedestrian route on the PG&E property, if it is developed, shall occur during the dry season (typically from the end of May to mid-October) to limit the likelihood of soil erosion and to minimize the need to install erosion-control barriers (e.g., silt fencing, wattles) that may impact existing serpentine bunchgrass remnants from their placement along slope contours.

Prior to the initiation of any construction activities on the PG&E property, the Project Sponsor shall prepare a detailed plan showing proposed construction-related activities on the PG&E site. A qualified botanist familiar with serpentine bunchgrass communities shall conduct a pre-

construction survey of the PG&E property, during the portion of the growing season when most native vascular plant species previously documented as occurring on the site are evident and readily identifiable. Any areas containing remnants of serpentine bunchgrass habitat outside the proposed footprint for the walkway (including access routes), but within 20 feet of these areas shall be clearly delineated by appropriate avoidance markers (e.g., orange construction fencing, brightly colored flagging tape on lath stakes). An appropriate access route to and from the walkway area shall be developed, utilizing existing service roads and/or concrete building pads to avoid remnants of serpentine bunchgrass. Staging areas for this construction shall be limited to areas where remnants of serpentine bunchgrass do not occur.

The Project Sponsor shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) and City inspectors before construction activities begin. The WEAP shall include a brief review of the serpentine bunchgrass resource that occurs on the PG&E site. The program shall also cover all mitigation measures, and proposed Project plans, such as BMPs and any other required plans. During WEAP training, construction personnel shall be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. The designated biological monitor shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period.

Mitigation Measure G-4: Serpentine Habitat Avoidance on the PG&E Property

Best Management Practices (BMPs) shall be employed during all construction activities on the PG&E site (e.g., all fueling of equipment within designated areas, containment of hazardous materials in the advent of accidental spills).

Mitigation Measure G-5: Serpentine Habitat Post-Construction Clean-Up on the PG&E Property

After construction is complete, all trash shall be removed from within the PG&E site.

Mitigation Measure G-6: Serpentine Habitat Replanting on the PG&E Property

After construction is complete, all areas of identified serpentine bunchgrass habitat on the PG&E property impacted by construction activities shall be restored to a level equal to, or exceeding the quality of habitat that existed before impacts to these habitats occurred. Mitigation shall be achieved by implementation of the following planting plan:

- Installation of transplants and/or planting of locally-collected seeds from native plant species associated with serpentine grassland habitats into areas impacted by the

proposed Project. The frequency, density, and distribution of native species used within the mitigation plantings shall be determined through consultation with appropriate resource agencies, organizations, and practitioners. Installation shall be supervised by a qualified horticulturalist or botanist. Measures to reduce transplant mortality may include, but are not limited to the following:

- Placement of cages, temporary fences, or other structures to reduce small mammal access, until transplants are sufficiently established;
- Any weeding around transplants to reduce competition from non-native species shall be done manually;
- Placement of a temporary irrigation system or periodic watering by mobile equipment sources for the first two years until transplants are sufficiently established.

General success of the mitigation plantings shall be measured by the following criteria:

Periodically assess the overall health and vigor of transplants during the growing season for the first three years; no further success criteria is required if transplants within the mitigation plantings have maintained a 70 percent or greater success rate by the end of the third year. If transplant success rate is below 70 percent by the end of the third year, a contingency plan to replace transplants due to mortality loss (e.g., foraging by small mammals, desiccation) shall be implemented.

Implementation of Mitigation Measures BIO.3 through BIO.6 will avoid significant adverse effects on serpentine grassland habitat.

Mitigation Measure G-7: Significant trees

The Project will comply with Article 16 of the Public Works Code for protection for significant trees. "Significant trees" are defined as trees within 10 feet of a public right-of-way, and also meet one of the following size requirements:

- 20 feet or greater in height;
- 15 feet or greater in canopy width; or
- 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Street trees are also protected by the City's Urban Forestry Ordinance and both require a permit for removal. Some tree species within the Project Site meet the criterion of "Significant Tree" status; before construction occurs within any portions of the Project Site that could contain "Significant Trees," a tree survey shall be performed by a qualified arborist, and a map shall be prepared showing the genus and species, location, and drip line of all trees greater than 36 inches in diameter at breast height (DBH) or greater that are proposed to be altered, removed, or relocated. Any removal of these trees associated with the proposed Project will require a

permit review, and replacement of affected "significant" trees as specified in the ordinance. Adherence to the ordinance will avoid the potential impact on the loss of significant trees.

Improvement Measure G-1: Native Species Replanting

Once construction activities are completed a long-term program could be implemented to enhance and restore the existing serpentine bunchgrass habitat on the PG&E site and/or create "native habitat" areas on the Project Site. This Improvement Measure would create "native habitat" areas on some portions of the Project Site that are planned for landscaping or open space as part of the Project. Implementation of this Improvement Measure on the PG&E property would be the responsibility of PG&E.

- Seeds of locally-collected native species could be collected from valid reference sites within the surrounding area. From these seeds, transplants could be raised by local gardening clubs, science classes from local public schools, etc. Installation would be supervised by a qualified horticulturalist and/or botanist.
- On-going community programs undertaken by local citizen groups to remove trash and rehabilitate degraded portions of the PG&E site to expand higher-quality serpentine grassland habitat could be conducted.
- Management of invasive, non-native herbaceous and woody species would include reseeding of native plants and manual removal (e.g., by hand, loppers, chainsaws), and possibly some selective chemical applications to control highly competitive exotic species. Invasive, non-native tree species such as eucalyptus[123] could be systematically removed after any pre-construction nesting surveys for bird species have been conducted.
- A long-term monitoring program could be implemented by enlisting the support from science educators from local public schools and community colleges. Permanent transects could be established to document the changes in floristic composition in terms of the frequency, density, and distribution of native plant species throughout the PG&E site.

The incorporation of Mitigation Measures G-1, G-2 and G-7 would reduce impacts to biological resources that could result from the proposed Project to a less-than-significant level. If the Project Sponsor obtains control over a small portion of the PG&E site via easement or other agreement with PG&E, and chooses to pursue the construction of a pedestrian walkway across

[123] Blue gum (*Eucalyptus globulus*) and red gum (*Eucalyptus camaldulensis*) are both recognized by the California Invasive Plant Council (Cal-IPC) as invasive pest plant species in the state of California. Eucalyptus trees produce several volatile and water-soluble toxins in their tissues (including leaf and bark litter) that are allelopathic (i.e., they release chemicals in the soil that inhibits the growth and/or establishment of surrounding vegetation, including native herbaceous plant species). Although eucalyptus trees benefit from this form of "chemical warfare," the herbaceous groundlayer is often depauperate and provides extremely limited habitat opportunities for local wildlife populations.

that site, the incorporation of Mitigation Measures G-3, G-4, G-5, and G-6 would reduce impacts from construction on the PG&E site to a less-than-significant level. In addition to Mitigation Measures G-3–G-6, Improvement Measure G-1 could also be incorporated to further enhance habitat on the PG&E site, and/or create "native habitat" on the Project Site if the Project Sponsor so chooses.

E. OTHER IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Mitigation Measure H-1: Archaeological Resources

Based on the reasonable potential that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed Project on buried or submerged historical resources. The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall undertake an archaeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archaeological monitoring program (AMP). The archaeological monitoring program shall minimally include the following provisions:

- The archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archaeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;

- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archaeological consultant determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed Project, at the discretion of the Project Sponsor either:

- The proposed Project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or
- An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

  If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The project archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures*. Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- *Human Remains, Associated or Unassociated Funerary Objects*. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, Project Sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.
- *Final Archaeological Resources Report*. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of

any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Compliance with this mitigation measure would reduce impacts to undiscovered cultural resources to a less-than-significant level.

Mitigation Measure H-2: Hazardous Building Materials Survey

Given the age of the buildings to be demolished it is likely that Hazardous Building Materials are present. Improper disposal of these materials could result in a potentially significant impact to the environment.

Therefore, prior to demolition of existing buildings, light fixtures and electrical components that contain PCBs or mercury should be identified, removed and disposed of in accordance with the Department of Toxic Substances Controls "universal waste" procedures. Compliance with these procedures would reduce impacts to a less-than-significant level.

Mitigation Measure H-3: Contaminated Soil Identification

Lead contaminated soil was identified in several locations on the Project Site. The improper handling or disposal of lead contaminated soil would constitute a significant impact.

Therefore, prior to issuance of a grading permit a Phase II analysis should be conducted on the Project Site. The Phase II shall include comprehensive soil sampling and laboratory analysis with the goal of identifying lead, chromium and contaminated soils. The scope of this Phase II analysis should be developed in cooperation with the San Francisco Department of Public Health.

If the results of this Phase II analysis indicate that contaminated soils is, in fact present on the site, Mitigation Measure H-4, below, shall also be incorporated.

Mitigation Measure H-4: Contaminated Soil Disposal

Based on the findings of the Phase II analysis conducted under Mitigation Measure H-3, a soil remediation and disposal plan shall be developed that includes a plan for on-site reuse or disposal of contaminated soils. In the event that soils are contaminated beyond DTSC thresholds, load-and-go procedures should be identified as well as the Class I landfill for disposal.

Incorporation of Mitigation Measures H-3 and H-4 would reduce impacts that result from handling and disposal of contaminated soils to a less-than-significant level.

V. OTHER CEQA ISSUES

This chapter discusses other CEQA-required topics, including growth-inducing impacts, significant and unavoidable environmental effects of the proposed Project, and irreversible environmental changes.

A. GROWTH INDUCEMENT

Growth inducement analyses under CEQA considers the ways in which proposed projects could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.[124] Projects that are traditionally or most commonly considered growth inducing are those that would remove obstacles to population growth (for example, a major expansion of a wastewater treatment plant may allow for more construction in its service area, or a new freeway may allow growth at freeway exits).

Growth in the area is an inherent impact of the proposed Project. The basic premise of the Project is to alter the land use, density, and character of the Project site by providing residential and employment opportunities. If successfully implemented, the proposed Project would be expected to create additional population, employment, and housing growth in the Project vicinity. The potential impacts associated with this growth are analyzed in the EIR for the proposed Project.

This discussion considers how approval of the proposed Project could potentially affect growth elsewhere in San Francisco. The proposed Project would replace the existing Hunters View public housing with up to 800 new units that would include 267 public housing units that would replace one-for-one the demolished units. Employment at the site would be expected to increase under the proposed Project by up to 25 retail jobs, plus other building management and maintenance jobs. Therefore, the proposed Project would not cause substantial growth or concentration in employment that would result in significant growth-inducing impacts related to employment.

With anticipated new housing construction, the proposed Project would increase the City's overall housing stock. However, implementation of the proposed Project would not represent a significant growth in housing in the context of the City as a whole.

The proposed Project is located in an urban area that is already served by the City's municipal infrastructure and public services. No expansion to municipal infrastructure or public services

[124] CEQA Guidelines, Section 15126.2(d).

not already under construction or included with the Project would be required to accommodate new development directly or indirectly induced by the proposed Project. The proposed Project would not result in development of new public services that would accommodate significant further growth. For these reasons, the Project would not be considered to result in significant growth-inducing impacts.

B. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100 (b)(2)(A) of CEQA, and Section 15126.2(b) of the State *CEQA Guidelines*, this section identifies significant impacts that could not be eliminated or reduced to an insignificant level by implementation of mitigation measures included as part of the project or by other mitigation measures that could be implemented, identified in Section IV, Mitigation Measures and Improvement Measures. This section is subject to final determination by the San Francisco Planning Commission as part of the certification process for the EIR. If necessary, this section will be revised in the Final EIR to reflect the findings of the Commission.

Under Baseline plus Project Conditions at Third Street/Evans Avenue, the intersection would operate at unacceptable levels (LOS E). While mitigation has been identified to reduce impacts, further analysis is required to determine feasibility of some of the measures. Therefore, the Project would contribute to a significant unavoidable adverse impact at this intersection.

Under 2025 Cumulative Conditions, five study intersections would operate at unacceptable levels (LOS E or worse): Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue. The proposed Project would contribute to significant cumulative adverse impacts at those intersections. Chapter IV identifies mitigation measures for project conditions at Third Street/Evans Avenue and for cumulative conditions at Third Street/Twenty-Fifth Street, Third Street/Cesar Chavez, Illinois Street/Cargo Way/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue.

The EIR concludes that mitigation measures to attain acceptable LOS for cumulative conditions at the Third Street/Evans Avenue, Third Street/Cesar Chavez Street, and Illinois Street/Cargo Way/Amador Street intersections would not be feasible, and the cumulative impacts at those three intersections would be significant and unavoidable. Therefore, the proposed Project would contribute to significant unavoidable cumulative adverse impacts at these three intersections. Proposed mitigation at Third Street/25th Street and Middle Point Road/Evans Avenue would require further assessment by the Municipal Transportation Authority, and therefore the feasibility of some of those measures has not been determined. Therefore, the

Project would contribute to significant unavoidable cumulative adverse impacts at these intersections.

C. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

The proposed Project would use non-renewable energy or material resources to construct and operate the Project. However, as discussed in Chapter III, Environmental Setting and Impacts, such uses in this urban area would not have significant adverse effects. Transportation facilities, infrastructure, public services, and utilities are available to serve to the Project. While on-site improvements would be provided as part of the development, the Project would not require significant expansion or extension of infrastructure or public services. Development and occupancy of the Project would not create a substantial potential for environmental accidents or irretrievable commitment of resources beyond that expected for residential uses in an urban area. Thus, the Project would not cause irreversible environmental changes

VI. ALTERNATIVES TO THE PROPOSED PROJECT

As stated in Section 15126.6 (a) of the *CEQA Guidelines*, "an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

This section identifies potentially feasible alternatives to the proposed Project and discusses potential environmental impacts associated with these alternatives. Project decision makers could approve an alternative instead of the proposed Project, if that alternative would substantially reduce or eliminate significant impacts of the project and is determined feasible. The determination of feasibility will be made by project decision makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in the EIR and in comments received on the Draft EIR.

Three alternatives are evaluated in this section: Alternative A: No Project; Alternative B: Reduced-Project Alternative; Alternative C: No-Rezoning Alternative: Proposed Project with No Change in Height and Bulk Controls.

Any of the alternatives could be implemented under City controls but would require many of the same approvals as the proposed Project.

No alternative sites have been identified within San Francisco where the project could be constructed and meet the Project Sponsors' objectives, and where the Project's environmental effects would be substantially lessened or avoided. Therefore, an off-site alternative is not considered.

A. ALTERNATIVE A: NO PROJECT

DESCRIPTION

The No Project Alternative would entail no physical land use changes at the project site. The existing 267-unit Hunters View public housing would remain in its current configuration and overall condition. As discussed in Chapter II, Project Description, the Hunters View buildings, due to both their poor initial construction and deferred maintenance, resulting from inadequate funding, are considered to have deteriorated beyond repair. The San Francisco Housing Authority (SFHA) has applied for U.S. Department of Housing and Urban Development (HUD) HOPE VI assistance three times without success (due, it is believed, to the City having received five previous HOPE VI grants and the reduction/proposed elimination of the HOPE VI

program). No funding sources appear available that would allow the existing Hunters View buildings to be feasibly improved in place.

IMPACTS

If the No Project Alternative were implemented, none of the impacts or benefits associated with the proposed Project would occur. The existing 267-unit Hunters View public housing would remain in its current deteriorated condition. Vacancies at the site would likely continue to increase. The environmental characteristics of this alternative would generally be as described in the environmental setting sections of Chapter III. Land uses, urban design, visual quality, circulation, parking, and other physical characteristics of the site and vicinity would not immediately change, except as a result of nearby development, as a result of market forces and implementation of the *Bayview Hunters Point Redevelopment Plan,* discussed in Section III.A, Plans and Polices, p. 54. This alternative would be inconsistent with goals of the *Bayview Hunters Point Redevelopment Plan*, which include "encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point," and other Plan goals to improve the street pattern and connect neighborhoods to open space.

The No Project Alternative would not increase residential and retail uses at the site, and would not generate additional vehicle trips that would contribute to significant unavoidable adverse impacts for Baseline plus Project Conditions at Third Street/Evans Avenue and 2025 Cumulative Conditions on Levels of Service at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections. Those effects would still occur.

B. ALTERNATIVE B: REDUCED-PROJECT ALTERNATIVE

DESCRIPTION

The Reduced-Project Alternative is intended to avoid the proposed Project's contribution to significant unavoidable adverse impacts for Baseline plus Project Conditions at Third Street/Evans Avenue and 2025 Cumulative Conditions on Levels of Service at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections. The Reduced-Project alternative, with the same retail and community uses as the proposed Project, would have a total of approximately 260 residential units, compared to up to 800 units with the Project. The 260 units would provide one-for-one replacement of the public housing units affordable to very low income residents. There are currently 267 units at Hunters View, of which only 167

and market-rate units. There are currently 267 units at Hunters View, of which only 167 are currently occupied. With this alternative, the Project Site could be developed in a manner similar to the proposed Project, with a new street and block pattern, but with lower overall density compared to the proposed Project, essentially replacing one-for-one, the existing occupied and unoccupied units. New buildings would be developed consistent with the existing 40-X Height and Bulk District, and the alternative would not require a zoning change to establish a 65-foot height limit, as with the proposed Project.

IMPACTS

The Reduced-Project Alternative would be generally consistent with the *Bayview Hunters Point Redevelopment Plan*, but would not respond fully to the goals to "encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point," because of the limited increase in affordable and market-rate housing at the site.

This alternative would have other characteristics similar to those of the proposed Project, and its potential environmental effects—except as noted below—would be similar to those described for the proposed Project in Chapter III, Environmental Setting and Impacts. Mitigation and improvement measures described in Chapter IV would also apply to this alternative. Differences between this alternative and the proposed Project with respect to transportation impacts are discussed below.

As discussed in Section III.D, Transportation, p. 101, 2025 Cumulative Conditions at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections would result in Levels of Service (LOS) E or LOS F. The transportation analysis found that potential mitigation measures to improve the LOS to acceptable levels (LOS D or better) at those five intersections would either not be feasible or would require further assessment of feasibility. Thus, the Project contribution to unavoidable cumulative impacts would be a significant effect. The 260-unit Reduced-Project Alternative would generate fewer peak-hour vehicle trips than the proposed Project, and contribute about five percent to the growth in 2025 at the Middle Point Road/Evans Avenue intersection. This would avoid a significant contribution to the LOS F condition at that intersection, and to significant contributions at the other four affected intersections. However, other cumulative traffic growth would still result in LOS E or F. (It is noted that a 411-unit alternative would avoid the significant Project contribution at the other four intersections, but would still have a greater than five percent effect at Middle Point Road/Evans Avenue intersection.)

This alternative would limit the ability of the Project Sponsor to meet many of the Project objectives: to develop up to 800 units of mixed-income housing; to provide unit types to best meet the needs of the current and future residents; to continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units; to create affordable and market rate home ownership opportunities; to use the sales proceeds from the market-rate home ownership component to help finance the construction of the public housing units.

C. ALTERNATIVE C: NO-REZONING ALTERNATIVE

DESCRIPTION

The No-Rezoning Alternative would have the same uses as the Project, but would not propose a Zoning Map Amendment to rezone the Project Site from 40-X To 65-X. The alternative, with the same retail and community uses as the proposed Project, would have a total of about 670 residential units, compared to up to 800 units with the proposed Project. The 670 units would provide one-for-one replacement of the public housing units affordable to very low income residents, and about 400 additional units, which would be a mix of affordable and market-rate units. With this alternative, the Project site could be developed in a manner similar to the proposed Project, with a new street and block pattern, but with lower overall density and building design compared to the proposed Project. New buildings would be developed consistent with the existing 40-X Height and Bulk District.

IMPACTS

The No-Rezoning Alternative would be generally consistent with the *Bayview Hunters Point Redevelopment Plan*, but would not respond fully to the goals to "encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point," because of the more limited increase in affordable and market-rate housing at the site.

This alternative would have other characteristics similar to those of the proposed Project, and its potential environmental effects would be similar to those described for the proposed Project in Chapter III, Environmental Setting and Impacts. Urban design and visual quality effects of this alternative would differ from those with the proposed Project, as there would be no buildings greater than 40 feet in height. However, as the Project would not have significant adverse visual quality effects, the No-Rezoning Alternative would not change that conclusion. Mitigation and improvement measures described in Chapter IV would also apply to this alternative.

As discussed in Section III.D, Transportation, Baseline plus Project Conditions at Third Street/Evans Avenue and 2025 Cumulative Conditions at the five intersections noted would result in LOS E or LOS F, and the Project contribution to significant unavoidable adverse impacts would be significant. This alternative would generate fewer peak-hour vehicle trips than the proposed Project, but would still be considered to contribute to significant unavoidable traffic impacts.

This alternative would limit the ability of the Project Sponsor to meet many of the Project objectives: to develop up to 800 units of mixed-income housing; to provide unit types to best meet the needs of the current and future residents; to continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units; to use the sales proceeds from the market-rate home ownership component to help finance the construction of the public housing units.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section III, Environmental Setting and Impacts, determined that impacts in the following issue areas would be less than significant or less than significant with mitigation: aesthetics, cultural resources, noise, air quality, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards/hazardous materials, mineral/energy resources, and agricultural resources.

The proposed Project would contribute to significant unavoidable adverse impacts for Baseline plus Project Conditions at Third Street/Evans Avenue and 2025 Cumulative Conditions on Levels of Service at the Third Street/25th Street, Third Street/Cesar Chavez Street, Illinois Street/Cargo Avenue/Amador Street, Third Street/Evans Avenue, and Middle Point Road/Evans Avenue intersections. The Reduced-Project Alternative, discussed above, would not have a significant contribution to the 2025 Cumulative Conditions. Based on this preliminary analysis, the environmentally superior alternative would be the Reduced-Project Alternative. However, other cumulative traffic growth would still result in unavoidable LOS E or F at the noted intersections.

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VIII. DRAFT EIR DISTRIBUTION LIST

Copies of this Draft EIR or Notices of Availability and Draft EIR hearing were mailed or delivered to the following public agencies, organization, and individuals. In addition, Notices of Availability were sent to the tenant at the project site, adjacent property owners and tenants, and other interested parties.

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NEARBY PROPERTY OWNERS

Property owners and occupants in the project vicinity were sent Notices of Availability of the Draft EIR. A complete list of names and addresses is available by appointment.

APPENDIX A: SPECIAL STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

APPENDIX A
SPECIAL STATUS SPECIES[a] POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

Common Name	Scientific Name	Status[b] Fed/ CA/ other	Habitat and Seasonal Distribution in California	Likelihood of Occurrence Within the Study Area Vicinity3
			Plants	
SanMateo thorn-mint	*Acanthomintha duttonii*	FE/SE/1B.1	Chaparral and valley and foothill grassland habitats, often on serpentinite soil substrates. 50 – 300 meters; blooms April – June	**Not Likely**. Although potentially suitable serpentinite soil substrates occur within the Study Area, there are no recorded occurrences of this species within 5 miles of the Study Area; species of *Acanthomintha* not observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Franciscan onion	*Allium peninsulare* var. *franciscanum*	none/none/1B.2	Cismontane woodland and valley and foothill grassland habitats, often on clay or serpentinite soil substrates. 100 – 300 meters; blooms May – June	**Not Likely**. Although potentially suitable serpentinite soil substrates occur within the Study Area, there are no recorded occurrences of this species within 5 miles of the Study Area; species of *Acanthomintha* not observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Bent-flowered fiddleneck	*Amsinckia lunaris*	none/none/1B.2	Coastal bluff scrub, cismontane woodland, and valley and foothill grassland habitats. 3 – 500 meters; blooms March – June	**Not Likely**. Although there is a recorded occurrence of this species within 5 miles of the Study Area, no species of *Amsinckia* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Big-scale balsamroot	*Balsamorhiza macrolepis* var. *macrolepis*	none/none/1B.2	Occurs in chaparral, cismontane woodland, and valley and foothill grassland, sometimes in serpentine soil substrates at elevations ranging from 90 – 1400 meters; blooms March to June.	**Not Likely**. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no species of *Balsamorhiza* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Franciscan thistle	*Cirsium andrewsii*	none/none/1B.2	Broadleafed upland forest, coastal bluff scrub, coastal prairie, and coastal scrub habitats, often in association with serpentinite soils. 0 – 150 meters; blooms March – July	**Not Likely**. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no native species of *Cirsium* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Fountain thistle	*Cirsium fontinale* var. *fontinale*	FE/SE/1B.1	Openings in chaparral habitats; valley and foothill grassland habitats in association with serpentinite seeps. 90 – 175 meters; blooms June – October	**Not Likely**. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no native species of *Cirsium* were observed during floristic surveys

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SPECIAL STATUS SPECIES[a] POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

Common Name	Scientific Name	Status[b] Fed/ CA/ other	Habitat and Seasonal Distribution in California	Likelihood of Occurrence Within the Study Area Vicinity3
				conducted by CNPS (2005) and PBS&J (2007).
Presidio clarkia	*Clarkia franciscana*	FE/SE/1B.1	Occurs in coastal scrub and valley and foothill grassland, often on serpentine soils. 25 – 335 meters; blooms May – July	**Not Likely**. Known from fewer than 5 occurrences. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no species of *Clarkia* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Hillsborough chocolate lily	*Fritillaria biflora* var. *ineziana*	none/none/1B.1	Cismontane woodland and valley and foothill grassland habitats in association with serpentinite soils. 150 meters; blooms March – April	**Not Likely**. Known only from the Hillsborough area. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no native species of *Fritillaria* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Fragrant fritillary	*Fritillaria liliacea*	none/none/1B.2	Cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland habitats often in association with serpentinite soils. 3 – 410 meters; blooms February – April	**Not Likely**. Although there is a recorded occurrence of this species within 5 miles of the Study Area, no species of *Fritillaria* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
San Francisco gumplant	*Grindelia hirsutula* var. *maritima*	none/none/1B.2	Coastal bluff scrub, coastal scrub, and valley and foothill grassland habitats in association with sandy or serpentinite soils. 15 – 400 meters; blooms June – September	**Not Likely**. Although there are a number of recorded occurrences of this species within 5 miles of the Study Area, no species of *Grindelia* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Marin western flax	*Hesperolinon congestum*	FT/ST/1B.1	Chaparral and valley and foothill grassland habitats in association with serpentinite soils. 5 – 370 meters; blooms April – July	**Not Likely**. Although there are recorded occurrences of this species within 5 miles of the Study Area, no species of *Hesperolinon* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Crystal Springs lessingia	*Lessingia arachnoidea*	none/none/1B.2	Cismontane woodland, coastal scrub, and valley and foothill grassland habitats, in association with serpentinite soils along roadsides. 60 – 200 meters; blooms July – October	**Not Likely**. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no species of *Lessingia* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).

APPENDIX A
SPECIAL STATUS SPECIES[a] POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

Common Name	Scientific Name	Status[b] Fed/ CA/ other	Habitat and Seasonal Distribution in California	Likelihood of Occurrence Within the Study Area Vicinity3
White-rayed pentachaeta	*Pentachaeta bellidiflora*	FE/SE/List 1B.1	Occurs in cismontane woodland and valley and foothill grassland, often in serpentinite. 35 – 620 meters; blooms March – May	**Not Likely**. Although there is a recorded occurrence of this species within 5 miles of the Study Area, no species of *Pentachaeta* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
San Francisco popcornflower	*Plagiobothrys diffusus*	None/SE/List 1B.1	Occurs in coastal prairie and valley and foothill grassland. 60 – 360 meters; blooms March – June.	**Not Likely**. Known from fewer than 10 occurrences. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no species of *Lessingia* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Adobe sanicle	*Sanicula maritima*	none/CR/1B.1	Chaparral, coastal prairie, meadows and seeps, and valley and foothill grasslands in association with clay or serpentinite soils. 30 – 240 meters; blooms February – May	**Not Likely**. Although there is a recorded occurrence of this species within 5 miles of the Study Area, only *Sanicula bipinnatifida* has been observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Santa Cruz microseris	*Stebbinsoseris decipiens*	none/none/1B.2	Openings in broadleafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grasslands, sometimes on serpentine soils. 10 – 500 meters; blooms April – May.	**Not Likely**. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no species of *Stebbinsoseris* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
Most beautiful jewel-flower	*Streptanthus albidus* ssp. *permoenus*	none/none/1B.2	Chaparral, cismontane woodland, valley and foothill grasslands, often on serpentine soils. 110 – 1000 meters; blooms April – June.	**Not Likely**. Although potentially suitable habitat and soil substrates are present, there are no recorded occurrences of this species within 5 miles of the Study Area; no species of *Streptanthus* were observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).

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SPECIAL STATUS SPECIES[a] POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

Common Name	Scientific Name	Status[b] Fed/ CA/ other	Habitat and Seasonal Distribution in California	Likelihood of Occurrence Within the Study Area Vicinity3
San Francisco owl's-clover	*Triphysaria floribunda*	none/none/1B.2	Coastal prairie, coastal scrub, and valley and foothill grassland habitats in association with serpentinite soils. 10 –160 meters; blooms April – June	**Not Likely**. Although there is a recorded occurrence of this species within 5 miles of the Study Area, no species of *Triphysaria* has been observed during floristic surveys conducted by CNPS (2005) and PBS&J (2007).
			SENSITIVE NATURAL COMMUNITIES	
Serpentine Bunchgrass (grassland)		CDFG Sensitive Habitat		**Known**. The Study Area supports representative assemblages of vascular plant species associated with this community type.
			INVERTEBRATES	
Monarch butterfly	*Danaus plexippus*	none/SAL/NA	Occur in many open habitats including fields, meadows, weedy areas, marshes, and roadsides. Adults make massive migrations from August – October, flying thousands of miles south to hibernate along the California coast and in central Mexico; during migration, butterflies roost in trees and form huge aggregations that may have millions of individuals. Caterpillars feed exclusively on milkweed (*Asclelpias* spp.); early in the season, adults sip nectar from dogbane, lilac, red clover, lantana, and thistles. In the fall adults visit composites including goldenrods, blazing stars, ironweed, and tickseed sunflower.	**Not Likely**. There is no record of monarch butterfly autumnal (i.e. temporary birousac site) nor over-wintering use of the Hunters Point/India Basin area in the CNDDB and other records, including anecdotal observations. The nearest observations are at Fort Mason, the Presidio of San Francisco and Stern Grove. Any removal or others, the modification at India Basin would not affect those sites (M. Monroe, pers. comm.)
Bay checkspot butterfly	*Euphydryas editha bayensis*	FT/none/NA	All habitats for the Bay Checkerspot are on shallow, serpentine-derived or similar soils. These soils support the plants on which the caterpillars (larvae) feed. The primary larval host plant is dwarf plantain (*Plantago erecta*). In many years, the plantain dries up and the larvae transfer to a second host plant, exerted Indian paintbrush or purple owl's clover(*Castilleja exserta* spp. *exerta*), which remains edible later in the season.	**Not Likely**. Although the Study Area provides potentially suitable serpentine grassland habitat and suitable host plant (*Plantago erecta*) for this species, it is likely that there is not a sufficient population of *Plantago* to support Bay checkerspot (P. Kobernus, pers. comm.). Although there are a number of recorded occurrences for this species within 5 miles of the Study Area, this species was extirpated (i.e., became locally extinct) from San Bruno Mountain in the 1980's.

APPENDIX A
SPECIAL STATUS SPECIES[a] POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

Common Name	Scientific Name	Status[b] Fed/ CA/ other	Habitat and Seasonal Distribution in California	Likelihood of Occurrence Within the Study Area Vicinity3
San Bruno elfin butterfly	*Callophyrs* [*Incisalia*] *mossii bayensis*	FE/none/NA	Eggs are laid in small clusters or strings on the upper or lower surface of broadleaf stonecrop (*Sedum spathulifolium*). Larvae hatch from the eggs within 5-7 days of being laid. The adult food plants have not been fully determined. Montara Mountain colonies are suspected to use Montara manzanita (*Arctostaphylos montaraensis*) and California huckleberry (*Vaccinium ovatum*).	**Not Likely**. Although there are a number of recorded occurrences for this species within 5 miles of the Study Area, the Study Area does not support suitable larval and adult host plants (P. Kobernus, pers. comm.).
Mission blue butterfly	*Plebejus* [*Icaricia*] *icarioides missionensis*	FE/none/NA	The adults feed on hairy false goldenaster (*Heterotheca villosa*), blue dicks (*Dichelostemma capitatum*), and seaside buckwheat (*Eriogonum latifolium*), and do not wander far from the three species of lupine that are the larval food plant. These species are silver lupine (*Lupinus albifrons*), summer lupine (*L. formosus*), and manycolored lupine (*L. versicolor*). Females lay eggs throughout the mating flight. The eggs are laid singly on leaves, stems, flowers, and seed pods of lupine species.	**Low.** Although the Study Area supports appropriate adult host plants for this species, local populations of Mission blue have likely been extirpated (P. Kobernus, pers. comm.). There are a number of recorded occurrences for this species within 5 miles of the Study Area.
Callippe Silverspot butterfly	*Speyeria callippe callippe*	FE/none/NA	Occurs in grassland habitats around the northern Bay Area containing Johnny jump-up (*Viola pedunculata*), which is the larval host plant for this species.	**Absent.** Although there are a number of recorded occurrences within 5 miles of the Study Area, the Study Area does not support the suitable host plant for this species.
Myrtle's silverspot butterfly	*Speyeria zerene myrtleae*	FE/none/NA	Occurs in grassland habitats around the northern Bay Area containing hookspur violet (*Viola adunca*), which is the larval host plant for this species. Adults feed on nectar from flowers including hairy gumweed (*Grindelia hirsutula*), coastal sand verbena (*Abronia latifolia*), mints (or monardella) (*Monardella* spp.), bull thistle (*Cirsium vulgare*), and seaside fleabane (*Erigeron glaucus*).	**Absent.** There are no recorded occurrences of this species within 5 miles of the Study Area, the Study Area does not support the suitable host plants for this species.

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SPECIAL STATUS SPECIES[a] POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE HUNTERS VIEW STUDY AREA

Common Name	Scientific Name	Status[b] Fed/ CA/ other	Habitat and Seasonal Distribution in California	Likelihood of Occurrence Within the Study Area Vicinity3

Source: CDFG Natural Diversity Database (CNDDB), August 2007.

Notes:

a. Special Status Species: Animals that were included in this table have a ranking of CSC or higher. Special-status plants that were included in this table have a ranking of List 3 or higher.

b. Status:

Federal

FE Federally listed as Endangered

FT Federally listed as Threatened

State

SE State listed as Endangered

ST State listed as Threatened

CR California Rare

CFP California Department of Fish and Game designated "Fully Protected" or "Protected" – Permit required for "take."

CSC California Department of Fish and Game designated "Species of Special Concern"

SAL CDFG Special Animals List

Other

1B California Native Plant Society (CNPS) Ranking. Defined as plants that are rare, threatened, or endangered in California and elsewhere.

2 California Native Plant Society (CNPS) Ranking. Defined as plants that are rare, threatened, or endangered in California, but more common elsewhere.

3 Plants About Which More Information is Needed - A Review List.

Likelihood of occurrence evaluations

A rating of "Known" indicates that the species/natural community type has been observed on the site.

A rating of "High" indicates that the species has not been observed, but sufficient information is available to indicate suitable habitat and conditions are present on-site and the species is expected to occur on-Study Area.

A rating of "Moderate" indicates that it is not known if the species is present, but suitable habitat exists on-Study Area.

A rating of "Low" indicates that species was not found during biological surveys conducted to date on the Study Area and may not be expected given the species' known regional distribution or the quality of habitats located on the Study Area.

A rating of "Not Likely" indicates that the taxa would not be expected to occur on the Study Area because the Study Area does not include the known range or does not support suitable habitat.

A rating of "Absent" indicates that no recorded occurrences or suitable habitat(s) occur within the Study Area to support this species.

PLACE
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HERE

The Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Attn: Bill Wycko
Hunters View Redevelopment Project Draft EIR
(Case No. 2007.0168E)

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RETURN REQUEST REQUIRED FOR FINAL ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department

Please check one:

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Signed: _____

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