



# **Appendix A:**

## **Sources**

# Sources

Information presented in the Report on the Plan Amendment was compiled from the following sources:

## Documents Related to Plan Amendment

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### **City and County of San Francisco Staff Contacted**

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Jamie Harrison, TouchStone Commercial Properties  
Scott Mason, BT Commercial, Broker  
Ed Marielle, Citi Vision, Broker  
Mark Mellbye, BT Commercial, Broker  
Kenny Mesker, TRI Commercial, Broker  
Mychael Monroe, Realty World, Broker  
Peter Rothschild, Rothschild & Associates, Broker

Don Saunders, Zephyr Real Estate, Broker  
Dick Stole, CB Richard Ellis, Broker  
Terry Trevino, J Wavro and Associates, Broker  
Lou Vasquez, Build Inc., Principal of Development

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**Appendix B:**  
**Photographic Documentation of Remaining  
Adverse Conditions**

# Introduction

Appendix B provides photographs that illustrate existing conditions within the boundaries of the Bayview Hunters Point Redevelopment Project Area B (Project Area B). The photographs, taken by the consultants in March and April 2009, are representative of the adverse conditions observed during that time and serve as an update to the survey conducted for the 2006 Bayview Hunters Point Plan Amendment.

## A. Conditions Illustrated in the Photographs

The photographs illustrate a wide variety of conditions present in Project Area B. Many of the photographs document adverse conditions that may be used to support a finding that Project Area B continues to be blighted and is in need of redevelopment. Conditions illustrated in the photographs include, but are not limited to:

### **Unsafe or Unhealthy Buildings (CRL Section 33031(a)(1))**

A significant number of buildings in Project Area B are dilapidated or deteriorated. Deficiencies shown in the photographs include: excessive mold and mildew, informal and substandard construction, deteriorated, sagging and failed roofing, extensive deferred maintenance, dry rot, broken windows, peeling paint, and water damage. These conditions stem from long term neglect and may reflect building code violations. They result in unsafe and unhealthy buildings.

### **Seismically Vulnerable Structures (CRL Section 33031(a)(1))**

Buildings in Project Area B are also seismically vulnerable due to their age, construction type, and state of repair. The photographs indicate aged wood frame structures, concrete and masonry buildings with inadequate reinforcement, dry rot, and other structural deterioration that weakens a building's resistance during an earthquake. These conditions result in unsafe and unhealthy buildings.

### **Adjacent or Nearby Incompatible Uses (33031(a)(3))**

The photographs show examples of incompatible uses such as rail lines that run through commercial streets without proper buffering, residential buildings abutting industrial uses and homes adjacent to freeways or on-ramps. These types of uses are incompatible because they create noise, fumes, vibrations, traffic, and unsafe conditions that adversely affect Project Area B.

### **Inadequate Public Improvements (CRL Section 33030(c))**

Photographs in the appendix also show a number of public improvement deficiencies. These include informal and deteriorated curbing, uneven and deteriorated pavement surfaces, standing water, lack of pedestrian infrastructure, and inadequate or nonexistent sound and safety barriers adjacent to rail lines. These conditions contribute to blight in Project Area B.

### **Indicators of Economically Distressed Buildings (CRL Section 33031(a)(2), 33031(b)(3))**

Vacant businesses and abandoned buildings are common in Project Area B. Some of these buildings have boarded windows and/or security fencing. Vacant businesses, both commercial and industrial, are often evidence of the physical obsolescence of a building type or the general economic decline of an area.

### **Excess of Problem Businesses (CRL Section 33301(b)(6))**

The photographs show numerous bars and liquor stores in Project Area B, particularly along Third Street. An excess of such businesses can lead to significant public health, safety and welfare problems such as violence, intimidation of pedestrians, public intoxication, and dealing of illicit drugs.

### **Indicators of a High Crime Rate (CRL Section 33031(b)(7))**

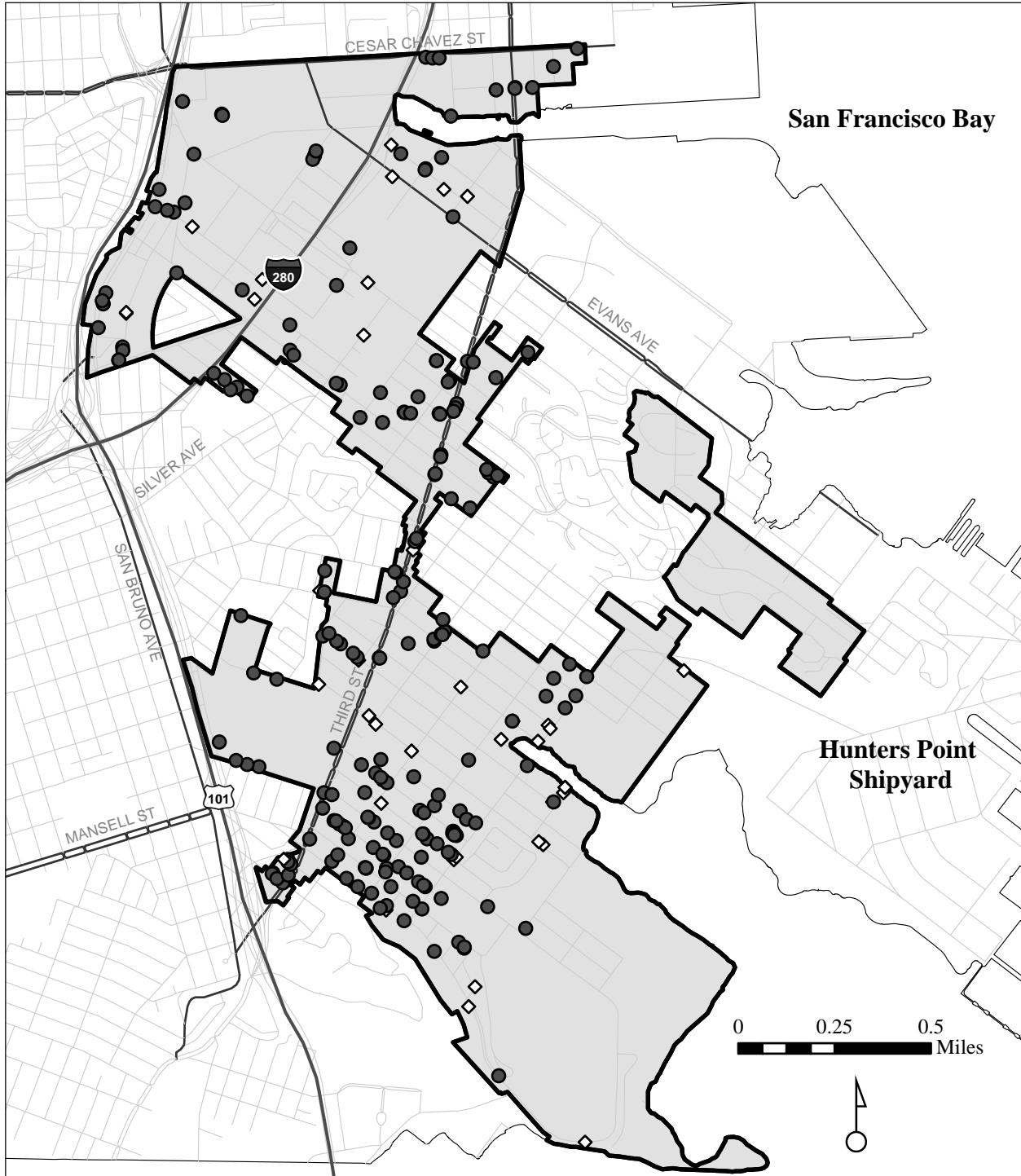
Indicators of a high crime rate are documented throughout Project Area B. These indicators include the presence of security devices (door and window bars, fences, security cameras) and graffiti.

## **B. Organization**

Figure B-1 indicates the approximate location of the photographs taken in Project Area B. The pages following the map present the photographs in roughly a geographic procession through the Project Area.



**Appendix Figure B-1  
Photo Locations  
Bayview Hunters Point Redevelopment Project Area B**



- Photo of Unsafe and/or Unhealthy Building
- ◇ Photo of Other Blighting Condition

**Seifel**  
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**3<sup>rd</sup> Street near Shafter Avenue: barbed wire, dented fencing, illegally parked car.**



**3<sup>rd</sup> Street at Thornton Avenue, rear: extensive dilapidation, deteriorating roof and walls, substandard and informal construction, outdoor trash dumping.**



**3<sup>rd</sup> Street near Shafter Avenue: deferred maintenance, boarded window, cracked wall.**



**3<sup>rd</sup> Street near Shafter Avenue: deteriorated siding, cracked wall, external wiring, peeling paint.**





**3<sup>rd</sup> Street at Thornton Avenue: extensive deferred maintenance, peeling paint, graffiti, deteriorating roof and eaves,**



**3<sup>rd</sup> Street near Thornton Avenue: informal and substandard structure, graffiti, extensive dilapidation.**



**3<sup>rd</sup> Street near Williams Avenue: extensive dilapidation, deteriorating roofing, broken and boarded windows, overgrown landscaping.**



**3<sup>rd</sup> Street near Williams Avenue: abandoned business space, boarded storefront, extensive deterioration, informal and substandard construction.**





**Reddy Street near Williams Avenue, rear of property: informal and substandard construction, peeling paint, deteriorated roofing.**



**Reddy Street near Williams Avenue, rear of home: deferred maintenance, peeling paint.**



**Williams Avenue: trash accumulation, graffiti near rail tunnel.**



**3<sup>rd</sup> Street near Yosemite Avenue: deteriorated building, exposed wiring, water damage, cracked wall.**





**3<sup>rd</sup> Street near Yosemite Avenue: deferred maintenance, deteriorated sign, outdoor storage.**



**Armstrong Avenue near Mendell Street: peeling paint and deteriorated doors and windows. Shed shows signs of water damage and rotting wood.**





**Armstrong Avenue and Mendell Street: industrial building with peeling paint, rusted siding, outdoor storage.**



**Armstrong Avenue and Mendell Street: trash accumulation, peeling paint.**



**Armstrong Avenue near 3<sup>rd</sup> Street: informal external wiring, peeling paint.**



**Armstrong Avenue at 3<sup>rd</sup> Street: residential building abutting warehouse, evidence of incompatible uses.**





**Carroll Avenue near Phelps Street: peeling paint, cracked siding, deterioration.**



**Carroll Avenue near Mendell Street: lack of sidewalk, curb or gutter; inadequate public improvements; open gravel pile; and abandoned train tracks.**



**Egbert Avenue near Newhall Street: peeling paint; evidence of water damage; trash accumulation; lack of sidewalk, curb or gutter; and abandoned rail lines.**



**3<sup>rd</sup> Street near Egbert Avenue: extensive deterioration rusted metal siding, peeling paint, broken windows.**



**Near Bayshore Boulevard and Paul Avenue: apparently abandoned building, broken and boarded windows, graffiti.**



**Paul Avenue and Wheat Street: apparently abandoned building, broken windows, peeling paint, extensive deterioration, barbed-wire fence.**





**Paul Avenue near Wheat Street: long-vacant building with shuttered windows.**



**3<sup>rd</sup> Street at Paul Avenue: deferred maintenance, graffiti on both signs, deteriorated signage.**



**3<sup>rd</sup> Street at Salinas Avenue: extensive dilapidation, peeling paint, boarded windows, deteriorating roofing and eaves.**



**Key Avenue near 3<sup>rd</sup> Street: lack of buffering between residences and U.S. 101 on-ramp.**





**Key Avenue near 3<sup>rd</sup> Street: security camera in front of garage, peeling paint.**



**3<sup>rd</sup> Street and Key Avenue: deteriorated siding, overgrown landscaping.**





**Key Avenue near 3<sup>rd</sup> Street (close up of above): cracked retaining wall, overgrown landscaping, informal and substandard construction.**



**3<sup>rd</sup> Street near Key Avenue: informal and substandard construction, extensive deterioration.**



**LeConte Avenue near 3<sup>rd</sup> Street: deferred maintenance and broken windows.**



**LeConte Avenue and 3<sup>rd</sup> Street: motel property for sale exhibiting faded and peeling paint, cracked walls, extensive deferred maintenance, protective bars on windows.**





LeConte Avenue and 3<sup>rd</sup> Street (close up of above): faded paint and water damage on walls.



Jamestown Avenue near Jennings Street: deteriorating and water-damaged roofing.

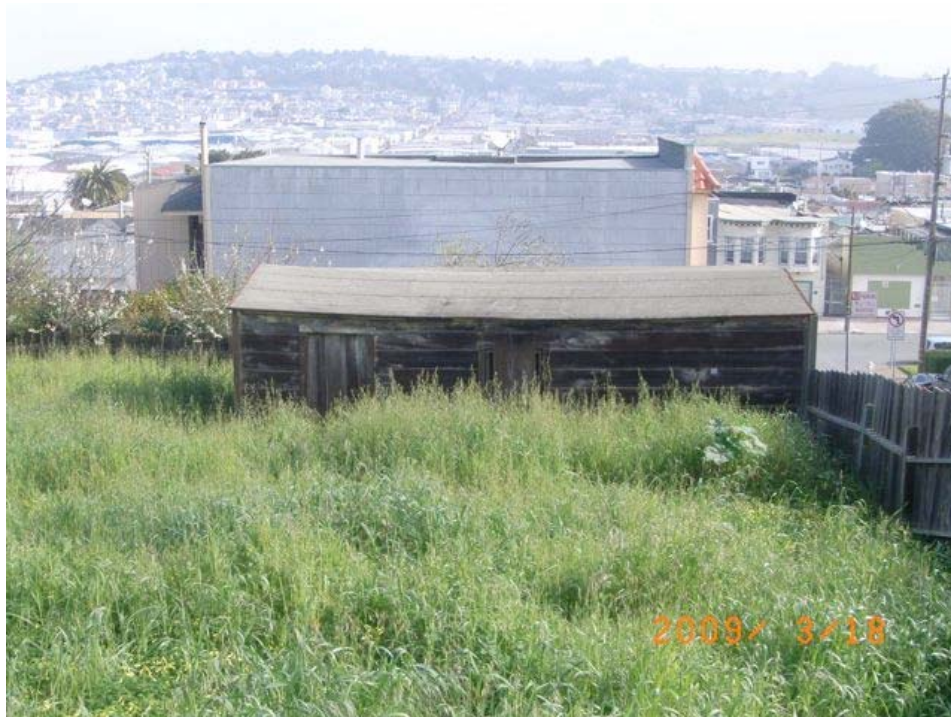


**Jamestown Avenue near Ingalls Street: apparently abandoned dilapidated building, informal and substandard construction, peeling paint, broken and boarded windows, overgrown landscaping, abandoned vehicle.**



**Jamestown Avenue near Redondo Street: vacant building, extensive dilapidation, broken and boarded windows, overgrown landscaping.**





**Redondo Street near Jamestown Avenue: extensive deterioration, sagging roof, peeling paint, overgrown landscaping, water damage.**



**Jamestown Avenue near Redondo Street: suspended residential development.**



**Jamestown Avenue near Hawes Street: peeling paint, water damage, alignment problems, extensive deterioration.**



**Jamestown Avenue near Griffith Street: peeling paint, deferred maintenance, water damage.**





**Jamestown Avenue near Ignacio Avenue: deteriorated pavement, cracked sidewalk, overgrown grass on sidewalk.**



**Jamestown Avenue: mold on Candlestick Stadium, deferred maintenance.**



**Jamestown Avenue near Hunters Point Expressway: trash dumping, lack of sidewalk, limited pedestrian access.**

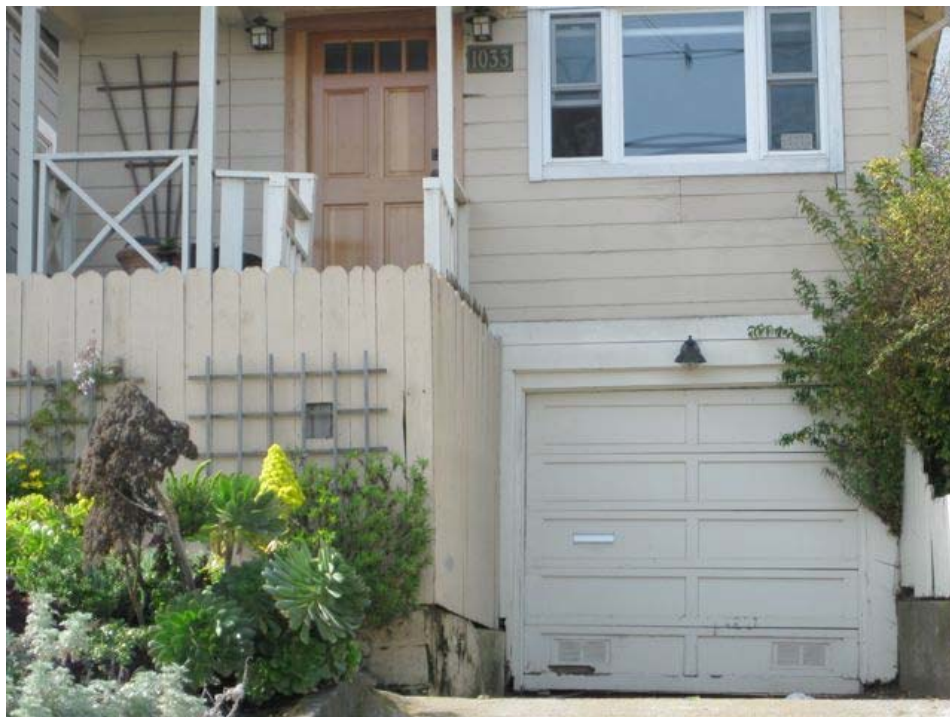


**Jennings Street near Ingerson Avenue: extensive deterioration, peeling paint, water damage.**





**Jennings Street near Ingerson Avenue: peeling paint, deteriorated roofing, older windows.**



**Ingerson Avenue near Ingalls Street: foundation and frame damage, evidence of dry rot.**



**Ingerson Avenue near Ingalls Street: smoke damage above door, broken/missing eaves.**



**Ingerson Avenue near Ingalls Street (close up of above): smoke damage, broken/missing eave.**





**Ingerson Avenue near Redondo Street: peeling paint, deteriorated windows, abandoned vehicle.**



**Ingerson Avenue near Hawes Street: deteriorated, missing siding, informal and substandard construction, broken window.**



**Ingerson Avenue near Hawes Street: aging retaining wall supporting driveway, residence with faded paint, water damage, security camera.**



**Ignacio Avenue near Ingerson Avenue: informal and substandard construction, sagging roof, alignment problems, faded paint.**





**Ignacio Avenue near Ingerson Avenue: deteriorated siding, damaged gutters, peeling paint, security grates.**



**Ignacio Avenue near Ingerson Avenue: cracked wall, peeling paint, water damage, extensive deterioration.**



Visible from Ignacio Avenue: Candlestick Stadium.



3<sup>rd</sup> Street at Hollister Avenue: vacant business space, extensive siding deterioration, peeling paint, graffiti.





**Hollister Avenue near Jennings Street: Cracked wall, water damage, older windows.**



**Hollister Avenue near Jennings Street: peeling and faded paint.**



Hollister Avenue near Jennings Street: deteriorated roof, water damage, security door, window grates.



Hollister Avenue near Jennings Street: deteriorated roof, evidence of dry rot, peeling paint, security gate, apparently inoperable vehicle.





Hollister Avenue near Jennings Street (close up of above): vegetation growing from rain gutter, deteriorated attic window.



Hollister Avenue near Jennings Street: deteriorating fence, security door, security grates on windows.



**Jennings Street near Hollister Avenue: informal and substandard construction, deteriorated roofing, alignment problems.**



**Hollister Avenue near Ingalls Street: extensive deterioration, deteriorated siding, external wiring, dilapidated door.**





Hollister Avenue near Ingalls Street: dilapidated roofing, deteriorated garage siding.



Hollister Avenue near Ingalls Street: deteriorated siding, security door, peeling paint, missing cripple wall.





**Hollister Avenue near Ingalls Street: security door, water-damaged siding, older windows.**



**Hollister Avenue near Hawes Street: severely weathered siding.**



**Hollister Avenue near Hawes Street: deterioration, peeling/cracking siding, peeling paint, external wiring.**



**Hollister Avenue near Hawes Street: extensive deferred maintenance, evidence of dry rot, deteriorated siding, external wiring.**





**Hollister Avenue near Hawes Street: peeling paint, dry rot, cracked siding, informal and substandard construction.**



**Gilman Avenue near 3<sup>rd</sup> Street: informal and substandard construction, boarded windows, deferred maintenance, missing or deteriorated eaves.**





**Gilman Avenue near Jennings Street: cracked wall, building deterioration, peeling paint, and water damage.**



**Gilman Avenue near Jennings Street: peeling paint, water damage, deferred maintenance.**



**Gilman Avenue near Jennings Street: extensive deferred maintenance, peeling paint, deteriorating siding, broken eaves, cracked retaining wall, dilapidated fence.**



**Gilman Avenue near Ingalls Street: deteriorated staircase, peeling paint, security grates.**



**Gilman Avenue near Ingalls Street: deferred maintenance, dry rot, water damage, peeling paint.**



**Gilman Avenue near Ingalls Street: peeling paint, deteriorated eaves, cracked sidewalk.**





**Gilman Avenue near Griffith Street: extensive siding deterioration, peeling paint, water damage, external wiring, security doors, deteriorated older windows.**



**Fitzgerald Avenue near Jennings Street: deferred maintenance, evidence of dry rot, peeling paint.**



Fitzgerald Avenue near Jennings Street: liquor store with security grates, dilapidated siding.



Fitzgerald Avenue near Ingalls Street: security grates, deteriorated siding, peeling paint.





**Fitzgerald Avenue near Ingalls Street: dilapidated garage door, extensive deterioration, older windows, peeling paint.**



**Fitzgerald Avenue near Ingalls Street: trash accumulation, vacant lot used as auto storage, peeling paint.**





**Fitzgerald Avenue near Hawes Street: deteriorated roofing, extensive deferred maintenance, dilapidated garage door.**



**Fitzgerald Avenue near Hawes Street: extensive deterioration, dilapidated siding, evidence of serious dry rot.**



**Fitzgerald Avenue near Hawes Street: unreinforced masonry construction, graffiti, security fencing.**



**Hawes Street near Fitzgerald Avenue: deteriorated roadway, lack of sidewalks.**



**Hawes Street near Fitzgerald Avenue: inadequate public improvements, lack of accessibility, overgrown landscaping.**



**Egbert Avenue near 3<sup>rd</sup> Street: roofing deterioration from rust.**





**Egbert Avenue near Jennings Street: security grate, graffiti, water damage.**



**Egbert Avenue near Jennings Street: deteriorated metal roof, damaged siding, security grate, graffiti.**



**Egbert Avenue near Jennings Street: deteriorated roofing and siding, peeling paint, water damage.**



**Egbert Avenue near Jennings Street: substandard exterior wiring, peeling paint, graffiti.**



**Egbert Avenue and Jennings Street: deteriorated, broken and boarded windows, informal external wiring, peeling paint.**



**Egbert Avenue near Ingalls Street: informal and substandard construction, water damage, alignment problems.**





**Egbert Avenue near Ingalls Street: informal and substandard construction, water damage, outdoor storage.**



**Ingalls Street near Egbert Avenue: building alignment problems, informal and substandard construction, peeling paint.**



**Egbert Avenue near Hawes Street: informal and substandard construction, sagging roof.**



**Egbert Avenue near Hawes Street: peeling paint, graffiti.**



**Egbert Avenue near Hawes Street: informal and substandard construction, water damage to wood siding.**



**Egbert Avenue near Hawes Street: cracking foundation wall, rotting wood, alignment problems.**





**Donner Avenue between 3<sup>rd</sup> Street and Jennings Street: damaged siding, informal and substandard construction.**



**Donner Avenue between Jennings Street and Ingalls Street: deteriorated façade, peeling paint.**



**Donner Avenue near Ingalls Street: faded paint, partially reinforced masonry building.**



**Donner Avenue near Ingalls Street: graffiti, deteriorated siding.**





**Donner Avenue near Ingalls Street: rusted and damaged siding.**



**Donner Avenue near Hawes Street: deteriorated roof and siding, rusted door.**





**Carroll Avenue near Keith Street: deferred sidewalk maintenance, graffiti.**



**Carroll Avenue near Keith Street: abandoned train tracks, poor pedestrian access, incomplete sidewalk, overgrown landscaping.**



**Carroll Avenue near Jennings Street: cracked concrete structure, graffiti removal, abandoned train car in public right-of-way, unpaved sidewalk.**



**Carroll Avenue near Arelious Walker Drive: eroding hillside with inadequate grading; lack of sidewalk, curb or gutters; standing water; and trash accumulation.**





**Carroll Avenue near Arelious Walker Drive (close up of above): standing water; lack of sidewalk, curb or gutters; and eroding hillside.**



**Ingalls Street near Bancroft Avenue: rusted and deteriorated siding, graffiti, security and barbed wire.**





**Armstrong Avenue at Griffith Street: unpaved right-of-way, lack of sidewalks, blocked circulation, trash and industrial material dumping.**



**Armstrong Avenue at Griffith Street: rusted and deteriorated siding, outdoor storage, lack of sidewalks.**



**Griffith Street near Yosemite Slough: illegal dumping of industrial waste, possible presence of hazardous materials, overgrown landscaping, graffiti, inadequate circulation.**



**Near Yosemite Avenue and Griffith Street: illegal industrial dumping, abandoned and deteriorated structures in Yosemite Slough, lack of public improvements.**





**Yosemite Slough near Yosemite Avenue and Griffith Street: illegal industrial dumping, lack of public improvements, extensive fence deterioration, graffiti visible in background.**



**Yosemite Avenue near Ingalls Street: illegal dumping, lack of sidewalks.**





**Yosemite Avenue near Hawes Street: deteriorated buildings, outdoor storage, informal and substandard construction.**



**Wallace Avenue near Keith Street: deteriorated building, peeling paint, dry rot.**



**Wallace Avenue near Jennings Street: standing water, abandoned trailer on public right-of-way, inadequate pedestrian improvements.**



**Wallace Avenue near Ingalls Street: graffiti, trash accumulation, blocked right of way.**





**Wallace Avenue near Ingalls Street: informal and substandard construction, deteriorated sidewalk, extensive deferred maintenance, razor wire security fence, rusted gate.**



**Wallace Avenue near Hawes Street: informal and substandard construction, graffiti, dilapidated fencing.**





Van Dyke Avenue near Keith Street: damaged wood siding, sagging roof, cracked foundation.



Van Dyke Avenue near Keith Street: sagging roof, informal and substandard construction.



**Van Dyke Avenue near Hawes Street: industrial junkyard, graffiti.**



**Van Dyke Avenue near Hawes Street: outdoor trash dumping.**





**Underwood Avenue near Keith Street: deterioration, informal and substandard construction, peeling paint, evidence of dry rot.**



**Keith Street near Underwood Avenue: peeling paint, sagging roof, dry rot, extensive deterioration of smaller building, missing eaves.**





**Keith Street near Underwood Avenue (different angle on property above): sagging roof, dry rot, deteriorated windows, deteriorated fence, external wiring, extensive deterioration.**



**Keith Street near Underwood Avenue: vacant property with no broker information, boarded windows, roof deterioration, evidence of dry rot.**



**Underwood Avenue at Jennings Street: chipped/cracked siding, security grates and door, evidence of dry rot, deferred maintenance.**



**Underwood Avenue near Ingalls Street: deteriorated and rusted roofing and siding, razor wire security fence.**





**Underwood Avenue near Hawes Street: peeling paint; deteriorating siding, roofing and fencing; lack of sidewalk.**



**Thomas Avenue near Ingalls Street: severely deteriorated façade, informal and substandard construction, peeling paint, razor wire security fence.**





**Thomas Avenue near Hawes Street: wall collapsing onto a public right-of-way, graffiti, peeling paint, rotting wood, deteriorated and overgrown sidewalk.**



**Shafter Avenue near Hawes Street: peeling paint, deteriorating siding.**



**Shafter Avenue near Hawes Street: informal and substandard construction, dilapidated building, deteriorating siding, graffiti.**



**Revere Avenue near I-280: deferred maintenance, water damage on siding, possible dry rot.**





**Revere Avenue near I-280: deteriorated building, lack of highway buffer, vegetation growing in gutter, peeling paint.**



**Revere Avenue near I-280: dilapidated building, dry rot deteriorating roofing, informal and substandard construction.**





**Revere Avenue near I-280: peeling paint, deferred maintenance.**



**Revere Avenue near I-280: peeling paint, sagging roof, extensive deferred maintenance.**



**Phelps Street near Palou Avenue: deteriorated building, rotting garage door and peeling paint.**



**3rd Street near Palou Avenue: boarded door, graffiti, extensive deferred maintenance, alignment problems.**





3<sup>rd</sup> Street near Palou Avenue (close up of above): boarded windows, graffiti, deteriorating siding.



Palou Avenue near Lane Street: peeling paint, rotting wood, dilapidated roof, water damage.





**Palou Avenue near Griffith Street: fence blocking pedestrian access to public right-of-way.**



**Oakdale Avenue near Barneveld Avenue: vacant business space, boarded windows, substandard and informal construction, peeling paint, graffiti, deteriorating and sagging roof.**



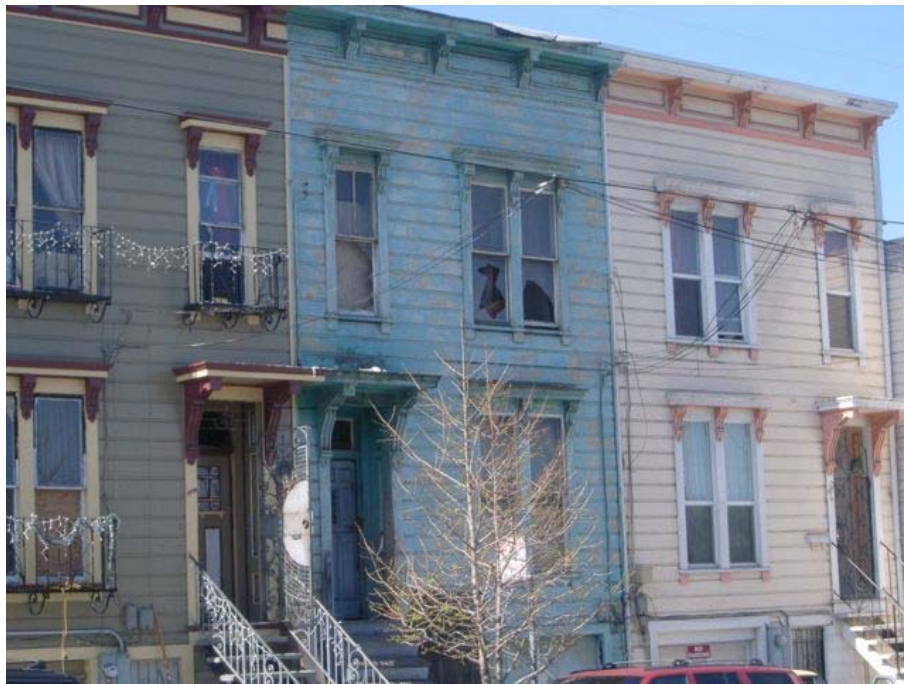
**Oakdale Avenue near Rankin Street: graffiti, deteriorated sign, boarded windows.**



**Oakdale Avenue near Quint Street: severely dilapidated building, sagging roof with large gaps, dry rot, broken windows.**



**Oakdale Avenue near Quint Street: deteriorated building, dry rot, peeling paint.**



**Oakdale Avenue near Quint Street: extensive dilapidation (middle building), broken windows, damaged eaves, broken and boarded windows.**





**3<sup>rd</sup> Street near Oakdale Avenue: informal and substandard construction, extensive dilapidation, missing siding, boarded windows and door, alignment problems, water damage.**



**Newcomb Avenue near Toland Street: dilapidated building, graffiti, informal and substandard construction, broken windows.**



**Newcomb Avenue near I-280: lack of sidewalks and deteriorated pavement.**



**Newcomb Avenue near Rankin Street: cracked wall, water damage, peeling paint, graffiti.**



**Newcomb Avenue at Phelps Street: external wiring, substandard and informal construction, peeling paint.**

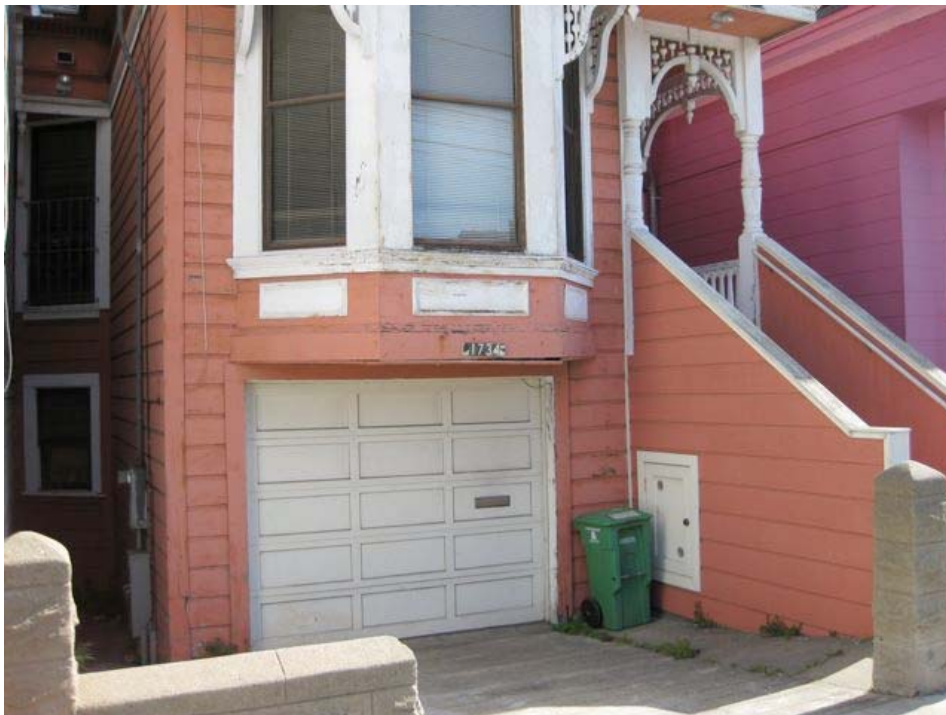


**Newcomb Avenue near Newhall Street: peeling paint, water damage, evidence of dry rot.**





**Newcomb Avenue near Newhall Street: cracked wall, peeling paint, evidence of dry rot.**



**Newcomb Avenue near Newhall Street (close up of above): extensive deterioration, peeling paint, rotting wood, and deteriorating siding.**



**Newcomb Avenue near Newhall Street: dry rot and deteriorating siding.**



**Newcomb Avenue near Lane Street: water damage, faded paint, deteriorated fencing, overgrown landscaping.**



Newcomb Avenue near Lane Street: peeling paint, cracked foundation, deteriorated eaves.



Newcomb Avenue near Lane Street: dilapidated and abandoned house, boarded windows, water damage, graffiti, external wiring.





**Newcomb Avenue near Lane Street: abandoned house, boarded windows, dry rot, outdoor storage, cracked wall, informal and substandard construction.**



**McKinnon Avenue near Barneveld Avenue: cracked pavement, abandoned rail line, lack of sidewalks.**



**McKinnon Avenue near I-280: standing water, deteriorated pavement.**



**McKinnon Avenue near Newhall Street: extensive deferred maintenance, sagging floor above garage, cracked wall, dry rot, broken windows.**



**McKinnon Avenue near Newhall Street (close up of above): cracked wall, dry rot, peeling paint.**



**Quint Street near McKinnon Avenue: homeless encampment.**





**Newhall Street near LaSalle Avenue: alignment problems, substandard construction.**



**Newhall Street near Lasalle Avenue: alignment problems, substandard construction, broken and boarded windows.**



**Newhall Street near LaSalle Avenue: informal and substandard construction, alignment problems, boarded doors.**



**3<sup>rd</sup> Street near LaSalle Avenue: peeling paint, deferred maintenance, deteriorating roofing.**





**3<sup>rd</sup> Street near LaSalle Avenue: vacant business space, dilapidated signage, water damage, peeling paint, deterioration.**



**Kirkwood Avenue near Rankin Street: cracked foundation.**





**Kirkwood Avenue near Newhall Street: peeling paint, dilapidated siding, extensive deterioration.**



**Kirkwood Avenue near Newhall Street: extensive deterioration, peeling paint, dry rot, informal and substandard construction, security bars.**



**Innes Avenue near Rankin Street: deterioration, outdoor trash accumulation.**



**Jerrold Avenue near Rankin Street: outdoor trash accumulation, lack of sidewalk, overgrown landscaping.**



**3<sup>rd</sup> Street near Jerrold Avenue: extensive deterioration, peeling paint, water damage, deteriorated roof and chimney.**



**3<sup>rd</sup> Street at Jerrold Avenue: vacant commercial building, partially reinforced masonry construction, boarded windows.**





**Jerrold Avenue near 3<sup>rd</sup> Street: broken and boarded windows, peeling paint, extensive deterioration.**



**Hudson Avenue at Mendell Street: cracked and leaning retaining wall, extensive deterioration, water damage, boarded window.**



**Toland Street near Galvez Avenue: deteriorated siding, extensive deterioration.**



**Toland Street near Galvez Avenue: deteriorated siding, dilapidation, cracked foundation.**





**Toland Street near Galvez Avenue: cracked foundation.**



**Evans Avenue near I-280: scrap metal yard.**





**Evans Avenue near Quint Street: cracked brick wall.**



**Davidson Avenue near I-280: homeless encampment, outdoor trash accumulation and graffiti.**



**Davidson Avenue near I-280: extensive deferred maintenance, peeling paint.**



**Davidson Avenue near Rankin Street: graffiti, informal and substandard construction, boarded windows.**





**Davidson Avenue near Rankin Street: vacant and severely dilapidated industrial building, broken and boarded windows, graffiti, unreinforced masonry.**



**Quint Street near Davidson Avenue: lack of buffering between rail line and street, lack of pedestrian infrastructure, dilapidated pavement.**





**Davidson Avenue near Quint Street: illegal dumping, lack of sidewalk.**



**Loomis Street near Waterloo Street: camping in recreational vehicles.**



**Loomis Street near Waterloo Street: vacant warehouse space, outdoor storage, trash dumping, razor wire security fencing.**



**Loomis Street near Waterloo Street: rusted and dilapidated roofing and siding, razor wire security fencing.**



**Loomis Street near Industrial Street: vacant and dilapidated building, large crack on the wall, deteriorated siding, graffiti, peeling paint, security grate.**



**Industrial Street near Loomis Street: vacant and dilapidated building, peeling paint, dry rot, graffiti, security camera warning, informal and substandard construction of fence.**





Industrial Street near Loomis Street (close up of above): vacant and dilapidated building, peeling paint, dry rot, graffiti.



Bayshore Boulevard near Cortland Avenue: vacant and dilapidated commercial building, graffiti, sagging awning, security grates.



**Bayshore Boulevard near Cortland Avenue: rusted roof, peeling paint, dilapidated pavement, extensive deterioration.**



**Bayshore Boulevard near Cortland Avenue: peeling paint, deteriorated signage.**





**Bayshore Boulevard near Cortland Avenue: vacant building, informal and substandard construction, extensive deterioration, peeling paint.**



**Bayshore Boulevard near Costa Street: eroded foundation, rusted and deteriorated siding, damaged roof, extensive deterioration, informal and substandard construction.**





**Bayshore Boulevard near Costa Street: extensive deterioration, broken windows, deteriorated siding, graffiti, eroded foundation.**



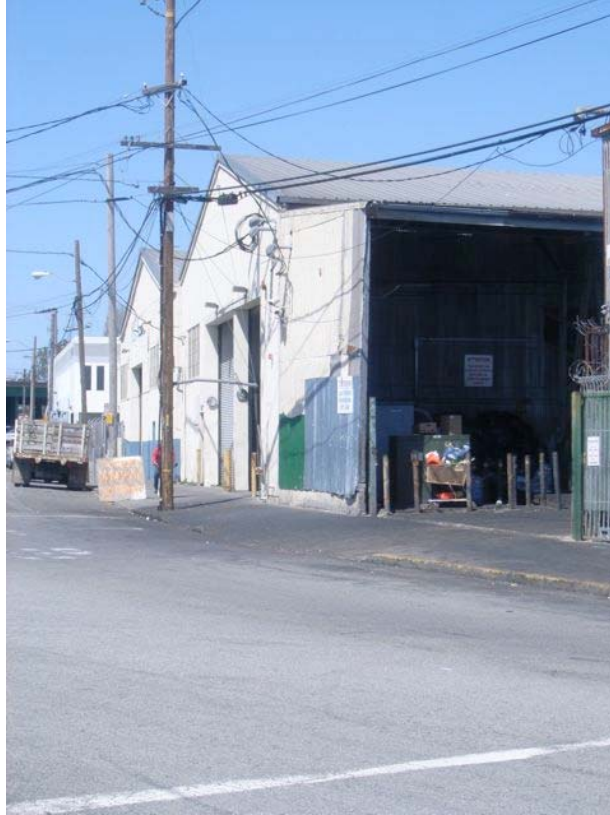
**Bayshore Boulevard near Costa Street: extensive deterioration, broken windows, informal and substandard construction, deteriorated siding, graffiti.**



**Bayshore Boulevard near Costa Street: peeling paint and cracked wall.**



**Barneveld Avenue near McKinnon Avenue: peeling paint, extensive dilapidation, alignment issues.**



**Jerrold Avenue near Barneveld Avenue: informal and substandard construction, serious alignment problems.**



**Marin Street near Bayshore Boulevard: deteriorated roofing and signage.**





Marin Street near Jerrold Avenue: outdoor storage, unreinforced masonry construction, extensive deterioration.



Marin Street near Jerrold Avenue: fire damage, extensive dilapidation, broken/missing windows.



**Marin Street near Jerrold Avenue: extensive dilapidation, informal and substandard construction, broken windows, graffiti, deteriorated roofing.**



**Cesar Chavez Street near I-280: graffiti, broken and boarded windows, barbed wire security fencing, extensive dilapidation.**



**Cesar Chavez Street near I-280: vacant building, boarded windows, graffiti, extensive dilapidation, vegetation growing in rain gutters.**



**Cesar Chavez Street near I-280: vacant building, boarded windows, overgrown landscaping, extensive dilapidation.**





**Indiana Street near Tulare Street: uninhabitable dilapidated building, collapsed roof, dry rot, peeling paint, graffiti.**



**Tennessee Street near Marin Street: sagging roof, barbed wire security fence.**



**3<sup>rd</sup> Avenue near Tulare Street: roof rust and deterioration.**



**3<sup>rd</sup> Avenue near Tulare Street: sagging roof.**





**Illinois Street near Marin Street: mailboxes indicating possible residential use of industrial building.**



**Michigan Street near Marin Street: abandoned railroad tracks, deteriorated siding.**





**Cesar Chavez Street near Michigan Street: large crack on wall above door, peeling paint.**



**Custer Avenue near Rankin Street: abandoned building, cracked wall, fire damage, broken windows, extensive dilapidation, outdoor storage, graffiti.**

**Appendix C:**  
**San Francisco Housing Authority Building Conditions**

## San Francisco Housing Authority Building Conditions

The conditions of the San Francisco Housing Authority (SFHA) buildings below are drawn from the Immediate Needs Report compiled in 2007 by the San Francisco Housing Authority. SFHA assessments and an energy audit identified uniform needs across the SFHA properties within Project Area B, which are described below. Property-specific conditions follow the list of conditions in all properties.

### All Properties

- Energy Audit:
  - Install/increase ceiling insulation to a R30 rating.
  - Install water efficient showerheads and faucet aerators.
  - Replace the incandescent lights with compact florescent lamps in the dwelling units and common areas.
  - Replace single-pane windows with energy efficient double-paned windows.
- Lead Paint Abatement: Lead-based paint is present and needs to be abated.
- Window Security Screens: Security screens need to be installed in all ground floor windows.

### Hunters View

- Landscaped Areas: All of the landscaping needs to be reseeded and replanted. The trees need to be pruned.
- Irrigation: The entire irrigation system needs to be replaced to meet current needs.
- Steps/Ramps: Most of the steps and ramps, including pedestrian ramps, have some damage and need to be repaired.
- Basketball Backstop: Broken backstops and hoops need to be replaced.
- Site Furniture: Broken bench near basketball court needs to be replaced.
- Fencing: All of the fencing is in extremely poor condition and needs to be replaced.
- Retaining Walls: Broken and cracked areas need to be repaired.
- Pole Mounted Lighting: Replace or repair pole mounted lighting. Tenants have expressed concern that some fixtures have been disconnected and no longer provide intended security.
- Underground Electrical Distribution: Per maintenance personnel, the underground electrical service is in poor condition and needs to be replaced.
- Foundation: The foundation at one building has failed and needs to be replaced.
- Walls: Dry rotted and damaged siding is present and needs to be replaced. Cracks and deterioration are present in the stucco siding and need to be repaired and resealed. The walls are in need of birdproofing.
- Roof Drainage – Exterior: Some of the downspouts have portions missing and others are rusted through. Damaged downspouts need to be replaced.
- Windows: Broken windows need to be replaced. Some sashes and frames need to be replaced.
- Exterior Stairs: Cracked concrete stairs need to be replaced.



- Building Mounted Exterior Site Lights: Replace broken lens and bulbs on some of the building lights.
- Hot and Cold Water Distribution: Galvanized water lines are rusted and need to be replaced.
- Laundry Rooms: All of the 3-story buildings need new laundry drain systems.
- Branch Panel: Inadequate mains and building electrical service needs to be replaced. Service must be upgraded to meet current needs.
- Power Wiring: Replace old power wiring to meet current needs.
- Wall Surfaces: In approximately half of the units, the wall surface has sustained levels of damage. The wall surface needs to be repaired and painted. Several units need ceramic tile replaced in the bathroom.
- Ceiling Surfaces: Several units have evidence of water damage and holes. These ceiling surfaces need to be repaired and painted.
- Wood Floors: Fifteen units need to have hardwood floors refinished.
- Resilient Flooring: Five units have resilient flooring that needs replacement. Many others need to have asbestos tile abated and replaced with resilient flooring.
- Doors and Frames: About half of the units have doors that need to be repaired or replaced due to damage.
- Vinyl Asbestos Tile: Approximately half of the units have some level of asbestos tile to be abated.
- Interior Stairways: The interior stairways in two buildings are structurally unsound and need to be replaced.
- Casework: The casework in approximately half of the units is in some level of disrepair. The case work needs to be repaired or replaced.
- Toilet Accessories: Approximately half of the units have toilet accessories that are broken or inadequate. These need to be replaced.
- Plumbing Fixtures: Approximately 30 percent of the units have some kind of repair or replacement needed for plumbing fixtures.
- Local HVAC: The local HVAC systems in two buildings need maintenance to address malfunction.
- Hot Water Heater: The hot water heater in one building is inadequate and needs replaced.
- Window Shade Devices: The window shading devices for eight units are missing or broken and need replaced.
- Electrical Panel and Wiring: The electrical panel and wiring need to be replaced to meet current needs.
- Refrigerator: Many refrigerators are old and inefficient and need replaced to meet current needs.
- Range/Hood: The range and hood in several units are old or broken and need repair or replacement.
- Smoke/Fire Detectors: Smoke/fire detectors are missing in three buildings.

## Alice Griffith

- Landscaped Areas: All grass areas are eroded and need to be reseeded.
- Irrigation System: The irrigation system is in disrepair and approximately 75 percent needs to be replaced.
- Paved Vehicle Surfaces: The entire concrete paved vehicle surface is cracked and uneven and needs to be replaced.
- Paved Walk Surfaces: Deterioration and severe cracking exist requiring removal of the concrete to the base source. Major settlement has occurred, which requires replacement of the sub-base structure, base and surface.
- Curbing: Approximately 50 percent of the concrete curbing is cracked and needs to be replaced.
- Playground Areas and Equipment: The playground areas need to be replaced to meet the current needs. The playground equipment is broken and vandalized. All of the playground equipment needs to be replaced.
- Steps/Ramps: Approximately 90 percent of the concrete stairs are chipped and needs to be repaired and scaled.
- Fencing: All of the chain link fencing is rusted and has lost its integrity. It all needs to be replaced.
- Retaining Walls: The retaining walls are chipped and need to be patched and sealed.
- Walls: Dry rot is prevalent, and the affected structure needs to be replaced. The wood siding is falling off. Weather damage is occurring to structure beneath. It needs to be replaced. The plaster walls have cracks and holes requiring patch work. Sections of plaster are missing and exposing underlying structure.
- Lead Based Paint: Lead based paint was found throughout and needs to be abated.
- Windows: Glass is broken and frames are dilapidated. The windows need to be replaced.
- Doors: The metal doors are dented and damaged and need to be replaced. The wood doors are damaged and need to be replaced.
- Exterior Stairs: The concrete stairs are old and have cracks that require patch work.
- Building Mounted Exterior Site Lights: The exterior lights are old and need replacement to meet current needs.
- Decks With Railing: The wood decks and railings are dilapidated and require replacement.
- Hot and Cold Water Distribution: The galvanized water piping needs to be replaced to meet the current needs. Heat risers piping requires replacement to meet current needs.
- Switchgear: The switchgear is substandard and has frequent overloads. It needs to be replaced to meet current needs.
- Branch Panel: The branch panel is substandard and has constant overloads. It needs to be replaced to meet current needs.
- Power Wiring: The power wiring is substandard and has constant overloads. It needs to be replaced to meet current needs.
- Boiler Room: The boiler and its equipment, controls and piping are old and require replacement to meet current needs.
- Asbestos Pipe Insulation: Asbestos pipe insulation needs to be abated.

- **Wall Surface:** Approximately 20 percent of GWB walls have holes and cracks that require repair. All of the building interior surfaces need repainting. The ceramic tile needs to be replaced due to disrepair.
- **Ceiling Surfaces:** Approximately half of ceilings need cracks patched and repaired. All building interior surfaces need repainting.
- **Flooring:** Tiles are lifting off in certain areas of the resilient flooring. Many units have asbestos tile that needs to be abated and replaced with resilient flooring.
- **Doors:** Most doors have been vandalized and are in disrepair. All doors need to be replaced.
- **Interior Stairways:** The wood treads on stairs are worn and require refurbishing.
- **Casework:** The counter tops, drawers, and doors need to be replaced due to wear and tear.
- **Toilet Accessories:** Toilet accessories need to be replaced due to old age and missing parts.
- **Plumbing Fixtures:** Most units need showers installed. Old fixtures need to be upgraded to meet current needs.
- **Hydronic Radiation:** The hydronic radiators are old and do not work. All radiators need to be replaced. Hyrdonic heaters need to be replaced with electric heaters. Hot water heaters also need to be installed.
- **Window Shade Devices:** Most units need new window shading due to tears and broken hangers.
- **Refrigerators:** Refrigerators are old and require replacement to meet current needs.
- **Range/Hood:** The range and hoods are old and require replacement to meet current needs.
- **Interior Window Security Bars:** Two units have interior security bars that do not have a breakaway mechanism. These need to be replaced.

## **Hunters Point**

- **Landscaped Areas:** The landscaped areas are worn and show a lack of regular maintenance. Approximately 80 percent of the areas need to be reseeded. An irrigation systems needs to be added to the site. The basketball backstops need to be replaced.
- **Paved Vehicle/Walk Surfaces:** Minor cracks in asphalt and concrete need sealed and repaired.
- **Curbing:** Remove and replace damaged sections of concrete curbing.
- **Exterior Stairs:** The exterior stairs are collapsing and need to be repaired and repainted.
- **Mailboxes:** All of the mailboxes need to be replaced.
- **Site furniture:** All of the site furniture needs to be replaced.
- **Fencing:** The chain link fence is damaged beyond repair and needs full replacement. Most of the wood fence has deteriorated beyond repair, with 80 percent requiring replacement.
- **Underground Drainage:** Underground drainage needs to be installed to address issues with underground streams.
- **Lighting:** Pole mounted lighting has broken bulbs and covers and needs to be replaced.
- **Water Lines:** The water lines are outdated and need to be replaced to meet current needs.
- **Gas Lines:** The gas lines are outdated and need to be replaced to meet current needs.
- **Sanitary Lines:** The sanitary lines are outdated and need to be replaced to meet current needs.



- Walls: Several units have damage to the wall and ceiling surfaces and require holes and cracks to be patched and repainted. The building interiors have not been painted in eight years and have extensive damage. Some of the wood siding on the buildings has cracks in it or is warped. The paint is beginning to peel. A few of the buildings have some dry rot in the wood. One building has more serious fire damage and vandalism damage. In most cases, the stucco is experiencing minor to major cracking. Walls need to be repaired, patched and painted. Bathroom wall surfaces around showers and tubs have dry rot and need to be replaced with ceramic tiles.
- Roof Drainage – Exterior: Roofs are experiencing deterioration including grass growing in them and smashed/broken sections. Broken or deteriorated sections need to be fixed or replaced.
- Windows: Isolated cases of broken windows and frames, which require replacement. One building has windows blown out due to fire damage. Windows need to be replaced.
- Doors and Frames: Doors are misaligned and require new hardware. Many doors and frames require complete replacement. One building has a fire escape door that is pushed in, and therefore needs to be replaced.
- Exterior Covered Areas: Some canopies are experiencing dry rot and will start to fail. Replace damaged wood needs to be replaced and resealed.
- Exterior Stairs: The wood stairs are in sound condition but need to be resealed and repainted.
- Fire Escapes: One building has fire escape with broken elements and needs to be replaced.
- Building Mounted Exterior Side Lights: All of the buildings contain a mix of old and new lights. The older lights need to be replaced and upgraded.
- Decks With Railing: The wooden decks and railings are experiencing dry rot and need to be resealed and repainted or replaced.
- Branch Panels: The branch panels at Hunters Point East are outdated and need to be replaced to meet current needs.
- Power Wiring: The wiring at Hunters Point East is outdated and needs to be replaced to meet current needs.
- Wood Floors: Replace worn and damaged hardwood flooring in several units.
- Resilient Flooring: Eight units and the Community Center have resilient flooring that is damaged and needs to be replaced. There is also asbestos tile to be abated and replaced with resilient flooring.
- Casework: Several units have casework that is damaged beyond repair and needs replacement..
- Plumbing Fixtures: Several units have plumbing fixtures that need to be repaired or replaced.
- Local HVAC: Wall mounted gas fired furnace in the laundry at the Community Center does not work properly, so it needs to be replaced with a new unit.
- Window Shade Devices: Four units have window shading devices that are in disrepair and need to be replaced.
- Lighting Fixtures: Several units have lighting fixtures that are inoperable and need to be replaced.
- Laundry Rooms: The electrical panels in the laundry rooms need to be upgraded.
- Range/Hood: The range in several units has reached the end of its useful life and some burners no longer function properly. Ranges and hoods need replaced.

## Westbrook Apartments

- Landscaped Areas: All grass areas need to be reseeded. The playground equipment requires minor repairs.
- Steps/Ramps: Approximately 20 percent of steps and ramps need to be resealed due to cracking.
- Fencing: Approximately 50 percent of the chain link fencing needs to be replaced. Many areas are damaged or missing. All of the wood fencing needs to be replaced due to dry rot, general age and abuse.
- Retaining Walls: The cement retaining walls have areas that are cracked. Approximately 30 percent need to be resealed. The landscaping retaining wall has dry rot.
- Lighting: All of the pole mounted lighting needs to be replaced to meet current needs. The building mounted lights need to be upgraded.
- Water Lines: All of the water lines need to be replaced to meet current needs.
- Gas Lines: All of the gas lines need to be replaced to meet current needs.
- Sanitary Lines: All of the sanitary lines need to be replaced to meet current needs.
- Slab on Grade: The slab on grade in five buildings show signs of cracking and needs to be sealed.
- Vertical Structure: A portion of 20 percent of the structure of one building was burned and needs to be replaced.
- Plaster Walls: The plaster walls in six buildings show signs of cracking and needs to be sealed. One building shows separation between floors.
- Roof Drainage – Exterior: The roof drainage of two buildings is in need of repair.
- Windows: Single-paned windows in two buildings need to be replaced with energy-efficient double-paned windows.
- Exterior Stairs: The exterior concrete stairs are cracked and chipped. Approximately 10 percent need to be repaired.
- Patios: The patios in five buildings are cracked and need to be replaced.
- Gas Distribution: The gas distribution in eight buildings needs to be replaced.
- Hot and Cold Water Distribution: The galvanized hot and cold water distribution in seven buildings needs to be replaced.
- Sanitary Distribution: The cast iron sanitary distribution in eight buildings needs to be replaced.
- Branch Panels: The branch panels in seven buildings needs to be replaced.
- Interior Window Security Bars: Interior window security bars in the Management Office do not have breakaway hardware and need to be replaced.
- Power Wiring: The power wiring in seven buildings needs to be replaced.
- Wall Surface: The GWB wall surfaces in two buildings have many holes in the surface caused by burn marks and punches through the surface. These surfaces need to be repaired, and all interior surfaces need to be repainted.
- Carpet: The carpet in the management office is torn and stained, and approximately 10 percent needs to be repaired.

- Resilient Flooring: Flooring in three buildings is chipped, old, stained or water damaged and requires total replacement.
- Doors and Frames: There are broken doors throughout the units that need to be replaced.
- Interior Stairways: One stairway in building is weak and needs to be replaced. The entire staircase in another building is structurally unsound and needs to be replaced.
- Casework: The casework in the kitchen in several units is broken and needs repaired.
- Toilet Accessories: All of the toilet accessories in one building are missing and need to be replaced. Several units have broken or missing accessories that require replacement.
- Local HVAC: Both furnaces at the maintenance office need to be replaced to meet current needs.
- Window Shade Devices: Six of the pull down shades in one building are missing and need to be replaced.
- Smoke/Fire Detectors: There are smoke detectors throughout four buildings are missing and need to be replaced.



**Appendix D:**  
**Photographs of Activities in Project Area B**



**Armstrong Avenue near Mendell Street: new residential construction.**



**Armstrong Avenue near 3<sup>rd</sup> Street: new housing construction.**



**LeConte Avenue near 3<sup>rd</sup> Street: new residential construction.**



**Jamestown Avenue near Redondo Street: interrupted residential development.**





**3<sup>rd</sup> Street near Oakdale Avenue: new construction.**



**3<sup>rd</sup> Street near LaSalle Avenue: recent housing construction.**



**Arelious Walker Drive near Gilman Avenue: new housing development.**

**Appendix E:**  
**Potential Funding Sources**



**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Primary Sources</b>			
San Francisco Redevelopment Agency	Tax Increment	Tax increment revenue is generated by the increase in property values within a designated Project Area and is generally the primary source of financing for an Agency's programs. The Agency is obligated to dedicate 20 percent of tax increment revenue to affordable housing production. Eligible activities include those that contribute to the elimination of blighting conditions within the designated Project Area and to the creation of affordable housing.	\$1.88 B for Candlestick Point Activity Node
City of San Francisco or San Francisco Redevelopment Agency	Mello-Roos Community Facilities District (CFD)	The most common method for imposing special taxes in California is through a tax levied pursuant to the Mello-Roos Community Facilities Act of 1982 (the Mello-Roos Act), which authorizes certain public entities to form a Community Facilities District (CFD). The Mello-Roos Act authorizes the formation of a special tax district to finance capital improvement projects and pay for ongoing operations and maintenance. A CFD can be formed in conjunction with the establishment of a redevelopment project to undertake new public projects to joint benefit. One of the key innovations of the Mello-Roos Act is that it allows for property owners to approve a parcel tax if there are less than 12 registered voters. Property owners can be taxed for improvements that provide a general, areawide benefit. Mello-Roos parcel taxes are levied on real property and collected on the county property tax bills. The taxes are calculated pursuant to a formula that is established during the formation proceedings and is effectively part of the voter approval. Mello-Roos taxes are commonly based on the size of property or the improvements on the property.  The City or Agency can issue Mello-Roos bonds to finance public infrastructure that are secured by the special taxes on privately owned land and improvements. Several project areas in San Francisco have employed CFDs as funding sources for redevelopment activities, including Mission Bay North and South Redevelopment Project Areas. Typically, Mello-Roos districts are very difficult to form in urbanized areas, given that they require two-thirds resident voter approval. However, the formation of a Mello-Roos district is expected to provide significant funding for the redevelopment of the Candlestick Point Node of the Project Area and will be key to the timely implementation of infrastructure improvements necessary for further development.	\$660 M for BVHP Project Area B (Non-Candlestick) \$597 M for Candlestick Park Node and Shipyard Phase 2 <sup>a</sup>
Private Sector	Developer Participation	Developer and property owner participation has been used as a means for funding redevelopment activities in many communities. For example, funds may be advanced to a city or agency in the form of a negotiated fee or grant, or a loan for public improvements that is repaid during the course of project implementation from tax increment revenues. Some agencies have development agreements with developers, by which developers contribute funding for specific improvements, such as infrastructure and street improvements. Property owners provide repayment on low interest loans or are required to provide private funds to match agency rehabilitation grants. Developer and property owner participation is expected to contribute a significant amount to the redevelopment of the Candlestick Point Node of the Project Area, as the Agency is currently in negotiations with a private developer about a Disposition and Development Agreement (DDA) for a master planned project.	\$618 M for Candlestick Park Node and Shipyard Phase 2 <sup>a</sup>

a. Candlestick Point and Hunters Point Shipyard Phase 2 Revitalization Project, Plan for Financing and Transaction Structure, October 2008.

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
U.S. Department of Transportation	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)	SAFETEA-LU addresses significant transportation challenges in the areas of safety, security, congestion, intermodal connectivity and timely project delivery. A considerable number of safety, finance, highway, environmental, public transportation, planning and research programs are funded under SAFETEA-LU including the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program, Transportation Infrastructure Finance and Innovation Act Program, Surface Transportation Program (STP), and Transportation and Community and System Preservation Program (TCSPP). SAFETEA-LU funds for the Bay Area are administered by the Metropolitan Transportation Commission (MTC) and are allocated through a competitive process. The SAFETEA program is set to expire on September 30, 2009. If reauthorized the program would provide additional funding for highway and safety programs and for public transportation programs for future years.	Unknown
U.S. Department of Transportation	Surface Transportation Program (STP)	The Surface Transportation Program (STP) is part of SAFETEA-LU and provides flexible funds to be used on surface transportation projects. At least 10 percent of STP funds must be spent on projects that enhance transportation systems such as scenic beautification, historic preservation, and bicycle and pedestrian facilities. Other uses of funds include road improvements; publicly owned intermodal freight transportation projects that address economic, congestion, safety, and environmental issues associated with freight transportation gateways; brownfield remediation; transportation system management and operations; environmental restoration; and pollution abatement to mitigate impacts of transportation projects funded under Title 23. This funding could be used for activities such as remediation of hazardous materials or truck route improvements within the Project Area.	Unknown
U.S. Department of Transportation	Transportation and Community and System Preservation Program (TCSP)	The Transportation and Community and System Preservation Program (TCSP) is part of SAFETEA-LU and provides funding for planning grants, implementation grants and research grants to investigate and address the relationship between transportation and community system preservation. Grants may plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade; examine development patterns; and identify strategies to encourage private sector development patterns that achieve these goals. TCSP is a potential source of funding for transit and general circulation improvements in the Project Area.	Unknown
U.S. Department of Transportation/Caltrans	Safe Routes to School Program (SRTS)	The Federal Safe Routes to Schools Program (SRTS) was established in 2005 as a part of SAFETEA-LU. It encourages the establishment of safe environments for pedestrians and bicyclists within a two-mile radius of schools. During the first cycle of funding, the program awarded \$45 million to 98 projects, out of a total of 459 applications. Caltrans has also administered a State-level Safe Routes to Schools (SR2S) program since 2000. SR2S awards approximately \$50 million annually in grants up to \$450,000 per project, requiring a 10 local percent match. Either or both of these programs could provide funding for pedestrian improvements near schools in the Project Area.	Unknown
Department of Public Works / Metropolitan Transportation Commission (MTC)	Fuel Tax	The State imposes a tax on gasoline, aircraft jet fuel and diesel fuel sales. An interstate user tax and use fuel tax is also collected by the State. Approximately one-third of the fuel tax revenues are distributed to local jurisdictions on a formula based on population and other factors. These revenues may be used for street maintenance, construction activities and circulation improvements throughout the City and County. The City's revenue estimates for FY 2009/10 includes approximately \$17.5 million in gas tax revenues, which are distributed between the Department of Public Works (DPW) and the San Francisco County Transportation Authority (SFCTA) programs. Gas tax funds are currently a source of funding for circulation improvements in the Bayview and will likely remain a source in the future. As available, gas tax funds from the state and county may be used in Candlestick Point Activity Node and Project Area B for transportation improvements and public transit facilities.	\$17,500,000 Citywide in FY 2009/10

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
California Transportation Commission/ Metropolitan Transportation Commission (MTC)	State/Regional Transportation Improvement Program (STIP/RTIP)	The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State highway system. STIP programming generally occurs every two years. The program lists all capital improvement projects approved by the California Transportation Commission (CTC) to be funded with State transportation funds, including proceeds from bond acts (such as Proposition 116) and motor vehicle fuel taxes. The STIP also includes federal funds apportioned to the State for transportation purposes. The MTC administers STIP for the Bay Area under the Regional Transportation Improvement Program (RTIP). The City applies for funds through the MTC, who then forwards a list of the region's highest priority transportation projects to the CTC for approval. Past STIP/RTIP-funding projects in the Project Area include Third Street light rail extension (\$22.6 million) and Third Street/Bayshore payment rehabilitation (\$4.8 million).	Unknown
Metropolitan Transportation Commission (MTC)	Transportation for Livable Communities (TLC)	The MTC's Transportation for Livable Communities (TLC) Program supports community-based transportation projects that help to revitalize downtown areas, commercial cores, neighborhoods and transit corridors. The TLC Program offers three kinds of financial assistance: Planning Grants, Capital Grants and the Housing Incentive Program grants. Planning Projects must be intended to assist in solving economic development problems, respond to economic development opportunities, and expand organizational capacity for economic development. Capital Grants directly support construction and help turn plans into reality, such as streetscape improvements, transit villages and pedestrian plazas. Funding for Capital Grants comes from SAFETEA-LU funds.  Past TLC planning and capital grants have funded pedestrian and streetscape improvements in the Project Area along Third Street at Oakdale Avenue, in connection with the new MUNI light rail station and the Bayview Opera House redevelopment. The planning grant for this project was \$50,000 and two capital grants totaled \$3.5 million. The Agency expects to continue to request funding in the future, and tax increment funds will provide important local matching funds to enhance the City's competitive position in obtaining these funds.	Unknown
Metropolitan Transportation Commission (MTC)	Housing Incentive Program (HIP)	The Housing Incentive Program (HIP), administered by the MTC as part of the TLC program, provides grants to local governments that help build housing near transit stops. Key objectives of the program include: increasing the supply of housing in areas with existing infrastructure and services; locating new housing in areas with viable non-automotive transportation options; and establishing the residential density and ridership markets necessary to support high-quality transit service. Projects must be at least 25 units per acre and within one-third mile of a major transit station or corridor with peak period service intervals of 15 minutes or less. Additional grants are available if affordable units are included. Funds can also be used for improvements to sidewalks and crosswalks linking housing to nearby community facilities or streetscape improvements that support increased pedestrian, bicycle and transit activities and safety. The HIP requires a 11.5 percent minimum match.	Unknown
Metropolitan Transportation Commission (MTC)	Transportation Development Act (TDA)	Transportation Development Act (TDA) funds are generated statewide through a one-quarter cent tax on retail sales in each county. TDA funds may be used for regional and municipal transit program, special transit projects for disabled persons, and bicycle and pedestrian purposes. The City and County of San Francisco may not use TDA funds for street and road construction and maintenance, due to statutory restrictions on counties with populations greater than 500,000. The City receives an annual TDA apportionment, and the MTC determines the ways in which the funds are spent. In FY 2009/10, the City's apportionment totals \$33.5 million. TDA funds are a potential source of funds for improvements designed to reduce automobile usage, such as pedestrian and bicycle networks.	\$33,500,000 Citywide in FY 2009/10



**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
Metropolitan Transportation Commission (MTC)	Measure 2 Transit Funding	Regional Measure 2 (RM2) is projected to raise \$125 million each year to ease congestion in the Transbay bridge corridors and enhance the convenience and reliability of the Bay Area's public transit system. Administered by the MTC, the revenue is generated by a \$1 toll increase, effective July 1, 2004, on the region's seven state-owned toll bridges, not including the Golden Gate Bridge. Although a significant portion of this money is aimed at large regional projects such as the first leg of the planned BART extension to Silicon Valley, redevelopment of San Francisco's Transbay Terminal, and the seismic retrofit of the Transbay BART tube, approximately 38 percent of total annual RM2 funds are dedicated to provide critically needed operating funds for rail, express and local bus and ferry service. This potential funding source could be used for promoting public transportation and enhancing access to employment for the residents of the Bayview.	Unknown
Bay Area Air Quality Management District (BAAQMD)	Transportation Fund for Clean Air (TFCA)	The Bay Area Air Quality Management District (BAAQMD) manages the Transportation Fund for Clean Air (TFCA) Regional Fund. The TFCA program awards grants for transportation projects that reduce motor vehicle emissions. Eligible projects include the purchase of low emission, alternative fuel vehicles with a gross vehicle weight of 10,000 pounds or more, including school buses and transit buses; shuttle and feeder bus service to train stations; ridesharing programs; bicycle facility improvements; arterial management projects that improve the flow of traffic on major roadways; transit information projects; and smart growth and traffic calming projects. TFCA grants could assist with circulation issues and incompatible uses, but are typically small grants.	Unknown
San Francisco County Transportation Authority	Transportation Sales Tax Reauthorization and Expenditure Plan (Proposition K)	Proposition K, the Transportation Sales Tax Reauthorization and Expenditure Plan, was approved by San Francisco voters in 2003 and instituted a half-cent sales tax to be used for major transit projects, new streets and traffic signals, bicycle and pedestrian projects, paratransit, maintenance of streets and traffic signals, and transit maintenance and rehabilitation. To date, the Project Area has received Proposition K funds for the Bayview Hunters Point Neighborhood Transportation Plan and traffic signal enhancements associated with the Third Street light rail. The project priorities for FY 2009/10 through FY 2013/14 are currently being updated.	Unknown
Environmental Protection Agency (EPA)	Brownfields Cleanup Revolving Loan Fund (BCRLF)	<p>The Environmental Protection Agency (EPA) administers the Brownfields Cleanup Revolving Loan Fund (BCRLF). The purpose of the BCRLF program is to provide financial assistance for the remediation of brownfields. The BCRLF enables state and local governments to make low interest loans to carry out cleanup activities on properties that have a release or substantial threat of release of a hazardous substance that threatens public health or welfare.</p> <p>In 2006, a coalition called California's Urban Reuse for Brownfields (CURB), consisting of the California Department of Toxic Substances Control (DTSC), the City of Los Angeles, and the Agency, received an award of \$3 million to establish a Revolving Loan Fund (RLF) under the BCRLF program. Several sites within the Project Area have been identified as target applicants for RLF funds. Eligible borrowers can be any public or private entity with control over or access to a Brownfields site. Eligible subgrantees are limited to states, political subdivisions, U.S. territories, Indian tribes, and nonprofit organizations that own the site they intend to clean up.</p> <p>Available loans are from \$200,000 to \$900,000 per site and subgrants are up to \$200,000 per site. subgrant funds are limited. Loan interest rates will be based on the length of the loan, usually between 2% to 4.5%. Borrowers will be responsible for a 10% owner equity participation match. The Agency has seen little interest in this program since it was established.</p>	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
Economic Development Administration (EDA)	Technical Assistance Program	The Technical Assistance program, sponsored by the U.S. Economic Development Association (EDA), promotes economic development to alleviate underemployment in distressed areas. It provides funds through grants or other cooperative agreements to fund feasibility studies and other projects leading to local economic development. The program assists in the long range economic development of areas with severe unemployment and low income families, and aids in the development of public facilities and private enterprise to help create permanent jobs. Projects funded through this program help to solve economic development problems, respond to economic development opportunities, and expand organizational capacity for economic development. Many local technical assistance projects are used to determine the economic feasibility of various local development projects involving industrial, commercial and other activities. The technical assistance program could be a potential source of funding for economic development activities.	Unknown
Economic Development Administration (EDA)	Public Works Grants	Federal Public Works grants provide investment to support the construction or rehabilitation of essential public infrastructure and development facilities necessary to generate private sector jobs and investment. Projects must also contribute to the long-term economic development of the area by creating or retaining permanent jobs and raising income levels. Sponsored by the EDA, eligible activities include infrastructure development such as water and sewer facilities, industrial access roads, rail spurs, port improvements, skill-training facilities, technology-related infrastructure, as well as demolition, renovation and construction of publicly-owned buildings. This grant could contribute to the improvement of public facilities and truck routes that help attract, retain or enhance local employment.	Unknown
California Infrastructure and Economic Development Bank (IBANK)	Infrastructure State Revolving Fund (ISRF)	The Infrastructure State Revolving Fund (ISRF) is low cost financing from the California Infrastructure and Economic Development Bank (IBANK) to public agencies for a wide variety of infrastructure projects with loan terms of up to 30 years to be repaid with local tax revenues. The interest rate is fixed for the term of financing and is set at 67 percent of tax-exempt "A" rated bonds with a weighted average life similar to IBANK financing. Eligible applicants include cities, counties, special districts, assessment districts, joint powers authorities and redevelopment agencies. Eligible projects include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation measures, parks and recreational features, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment distribution, defense conversion, public safety facilities, and power and communication facilities. However, these funds would need to be repaid out of tax increment revenues and are not a direct source of funding.	Unknown
San Francisco Recreation and Parks Department	Clean and Safe Neighborhood Parks Bond	The Clean and Safe Neighborhood Parks bond was approved in 2008 (Proposition A) to extend funding to address capital needs within the City's parks system. Past funding under the previous bond helped improve the Bayview playground and the Joseph Lee Rec Center within the Project Area. Although no parks within the Project Area are currently slated for major renovations under this program, additional funding may assist with restroom repair and renovation as well as community-led projects.	Unknown
Association of Bay Area Governments (ABAG)	San Francisco Bay Trail Program	Directed by the Association of Bay Area Governments (ABAG), the San Francisco Bay Trail is a partially completed recreational corridor that will encircle the San Francisco and San Pablo Bays. It is a continuous 400 mile network of bicycle and hiking trails that provides access to recreational opportunities and wildlife viewing. The San Francisco Bay Trail Project was created as a nonprofit organization in 1990 dedicated to the planning, promotion, and implementation of the Bay Trail. Among its activities, the Bay Trail Project provides grants for trail construction and maintenance. One of the key priorities for the Bay Trail Project is providing technical assistance and planning for key Bay Trail segments, one of which is the Third Street corridor in the Bayview. This grant could assist in funding improvements of Third Street or other community enhancements.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
California Coastal Conservancy	San Francisco Bay Area Conservancy Program (Bay Program)	<p>Administered by the Coastal Conservancy, the San Francisco Bay Area Conservancy Program (Bay Program) provides grants to help achieve the following Bay Program goals: (1) protect, restore and enhance natural habitats and other regional open space resources throughout the nine Bay Area counties; (2) improve public access to the Bay, its surrounding hills and the coast through completion of bay, coast and ridge trails that are a part of the regional trail system; and (3) promote projects that provide open space accessible to urban populations for recreation and education purposes. This program is funded through two voter approved bond funds: Proposition 40 and Proposition 50. The Coastal Conservancy is expected to spend \$40 million from Proposition 40 and \$20 million from Proposition 50 in the San Francisco Bay region. The Bay Program may fund property acquisition and project planning, design and construction. Research, assessments and environmental education activities will only be considered when tied to on-the-ground projects. Proposition 40 funds may be used for projects implementing Bay Program goals mentioned above.</p> <p>This funding source could be used in providing Bayview residents access to open space and improving access to the waterfront.</p>	Unknown
California State Library	Public Library Fund (PLF)	<p>The Public Library Fund (PLF) provides direct state aid to California public libraries for basic public library service. It is intended to embody the state's interest in the general diffusion of information and knowledge through free public libraries, encourage lifelong learning, supplement the system of free public education, help libraries serve as sources of information and inspiration to all persons, and furnish a resource for continuing education. Funding is based on the population of the library's service area. Libraries must formally apply for this funding, and this funding could support the improvement of public library facilities.</p>	Unknown
San Francisco Public Library	San Francisco Branch Library Improvement Program	<p>The Branch Library Improvement Program combines funds authorized by Proposition A in 2000 and Proposition D in 2007 to upgrade San Francisco's branch library system. The fund is designed to renovate 19 branches of the San Francisco Public Library system, replace four leased facilities with city-owned branches and construct a new facility in Mission Bay. The priorities are to reduce seismic risk, meet modern technological needs and current code requirements, and comply with the Americans with Disabilities Act (ADA). On March 1, 2007, the San Francisco Library Commission voted to expand the scope of investment in the Bayview/Anna E. Waden branch, located at 5075 Third Street in the Project Area. The Bayview project budget is now between \$9.9 – 10.3 million and it is slated for a major expansion. Currently, three options are being studied: building a brand new 2-story branch on the same site, purchasing an adjacent property and building a brand new 1-story branch, or purchasing another property and building a new branch.</p>	\$9.9 – 10.3 M
San Francisco Redevelopment Agency	Citywide Affordable Housing Fund	<p>The Redevelopment Agency has a policy goal of using 50 percent of the Agency's tax increment funds available for the Redevelopment Program for the development of affordable housing. Since 1990, over \$288 million in Agency funds have aided the creation or preservation of more than 9,000 housing units for low- and moderate-income families and individuals throughout San Francisco. Funds generated by development within redevelopment Project Areas are invested in affordable housing developments citywide, both within and outside of redevelopment areas.</p> <p>The funds are distributed as grants and loans and used as aid in all stages of development. Agency-assisted housing units are wide ranging and include family apartments, SRO residential hotels, special needs/supportive housing, emergency shelters, transitional facilities, and rental and home ownership opportunities—both new construction and rehabilitation.</p> <p>Due to CRL requirements and the limited availability of affordable housing funds as well as the citywide need for housing, existing funds in the Citywide Affordable Housing Fund could not be the sole source of financing for affordable housing in the Project Area.</p>	Unknown



**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
Housing and Community Development (HCD)	Transit-Oriented Development (TOD)	The Transit-Oriented Development Program (TOD), administered by HCD, offers competitive low-interest loans for construction of rental housing developments that include affordable housing and are within one-quarter mile of a transit station. Additionally, the program provides grants for infrastructure that supports housing or facilitates connectivity to transit from one or more specific housing developments. Eligible applicants include public and private entities, such as redevelopment agencies. TOD funds were used to finance the new affordable housing development at 5600 Third Street (Armstrong Place).	Unknown
Housing and Community Development (HCD)	Infill Infrastructure Grant Program (IIG)	The Infill Infrastructure Grant Program (IIG), administered by HCD, provides competitive grants to assist in the construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Eligible applicants include non-profit and for-profit developers, as well as public agencies partnering with a private developer. Infill infrastructure grants could be used to support new housing in industrial portions of the Project Area that are currently underserved by residential infrastructure.	Unknown
Housing and Community Development (HCD)	Building Equity and Growth in Neighborhoods Program (BEGIN)	The Building Equity and Growth in Neighborhoods Program (BEGIN), administered by HCD, provides grants to cities, counties, or cities and counties to make deferred-payment second mortgage loans to qualified buyers of new homes, including manufactured homes on permanent foundations, in projects with affordability enhanced by local regulatory incentives or barrier reductions. The program also includes second mortgage loans for downpayment assistance to low or moderate income first-time homebuyers. Eligible homes must be newly constructed in projects facilitated by local regulatory incentives or barrier reductions, and may include manufactured homes.	Unknown
Housing and Community Development (HCD)	CalHOME Program	The CalHOME Program, administered by the California Department of Housing and Community Development (HCD), provides grants to local public agencies or nonprofit corporations for first-time homebuyer downpayment assistance, home rehabilitation, including manufactured homes not on permanent foundations, acquisition and rehabilitation, homebuyer counseling, self-help mortgage assistance programs, or technical assistance for self-help homeownership. All funds to individual homeowners are in the form of loans. Eligible activities include predevelopment, site development, and site acquisition for development projects; rehabilitation, and acquisition and rehabilitation of site-built housing; and repair and replacement of manufactured homes. Downpayment assistance, mortgage financing, homebuyer counseling, and technical assistance are offered for self-help developments, or projects built using "sweat-equity." The Mayor's Office of Housing (MOH) uses CalHOME funds to assist homeowners of one to four unit properties to address code deficiencies, health and safety hazards, deferred maintenance, meet housing standards, remediate lead based paint hazards, and to provide accessibility modifications. Loans are for low-income homeowners who are unable to secure conventional financing.	Unknown
Housing and Community Development (HCD)	Downtown Rebound Program	The Downtown Rebound Capital Improvement Program, administered by HCD, provides competitive loans to eligible projects that promote the adaptive reuse of vacant or underused commercial and industrial space into housing where at least 20 to 40 percent of units are affordable to low income households, residential infill, development of high-density housing near mass transit stations. Funding may be used for planning for infill housing, adaptive reuse, and other forms of downtown housing development, including seismic and structural feasibility studies related to adaptive reuse. Eligible applicants include private and public entities, such as redevelopment agencies.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Secondary Sources</b>			
California Office of Historic Preservation	Mills Act Property Tax Abatement Program	The Mills Act Property Tax Abatement Program provides eligible historic private property owners the opportunity to actively participate in the restoration of their properties while receiving property tax relief. Owner must enter into a ten year contract with a participating city to rehabilitate the building in exchange for a reduction in local property taxes. Owner-occupied single family residences and income-producing commercial properties may qualify. Eligible properties must be listed on the National Register of Historic Places, be located in a National Register or local historic district, or be listed on a state, county or city official register. Adopted by the City of San Francisco in 1996, the Mills Act could be an applicable source of funds for historic preservation projects in the Project Area.	Unknown
City of San Francisco	Development Impact Fees	The City charges development impact fees on new private development within San Francisco to mitigate specific consequences of new growth. Impact fees are used to increase levels of service for future residents and businesses that are needed as a result of new or increased demand on existing services and facilities. Different requirements exist for each fee, and some are only applicable to certain areas of San Francisco. Under applicable state laws regarding the imposition of development impact fees, such fees can be imposed on a new private development only to the extent that a direct nexus or relationship exists between the need for public facilities caused by such new development and the level of fees imposed. Since many public improvements are needed to serve existing Bayview residents and businesses and alleviate existing deficiencies, development impact fees will cover only the portion of the cost of needed public improvements attributable to new development.	Unknown
San Francisco Redevelopment Agency	Interest Income	Some income will accrue to the Agency from the investment of tax increment revenues and tax increment bond proceeds. Income from this source could be made available for a variety of redevelopment activities. However, much, if not all, of the interest income will likely be offset by the need for the Agency to pay interest on indebtedness, including Agency issued bonds. Actual income from this source would also be influenced by the amount of money available for investment, term of the investment, and achievable interest rates.	Unknown
<b>Complementary Sources</b>			
Private Sector	Assessment District	Assessment Districts enable a city to levy additional taxes on property within designated areas in order to finance improvements directly benefiting those areas. Bonds are issued to finance local improvements such as streets, sidewalks, and parking facilities. Typically, an assessment district is formed to undertake a particular public improvement, and bonds are issued under one of two major assessment acts: the Improvement Act of 1911 and the Improvement Bond Act of 1915. Upon the issuance of bonds, the district has the power to assess all property owners included in the district in order to repay the borrowed funds. Assessment districts are not limited by Proposition 13 and Proposition 4, and have the advantage of placing the costs of public facilities directly on the benefited property owners. However, Proposition 218, a 1996 state constitutional amendment, enacted more restrictive requirements for adopting an assessment district and limited the improvements and activities that can be financed through an assessment district. Since the passage of Proposition 218, assessment districts can no longer levy property-related fees to pay for general governmental services or for other services—such as libraries, police, fire, etc.—that are not immediately available to the property owner.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Complementary Sources</b>			
Public / Private Sector	Business Improvement District (BID)	<p>A Business Improvement District (BID) is a special type of assessment district that generates revenue to support enhanced services. Two types of BID mechanisms exist under California law: 1) Business Improvement Areas (BIAs); 2) Property Based Improvement District (PBIDs). BIAs have been used widely in the state and provide for an additional fee to be added to annual business licensing charges. However, due to the limited income generated through the business license fee, BIAs have typically had a relatively narrow scope of services. In 1994, the Property and Business Improvement District Law provided for an assessment of commercial property, thereby paving the way for a new generation of PBIDs to eventually replace the existing BIAs. The creation of a PBID requires petition support from businesses that would pay more than 50 percent of the annual fees to be collected in the proposed area. A PBID has a cap on assessments and a five year maximum life, requiring a new petition process. PBIDs require the creation of an advisory committee of property and business owners.</p> <p>The City has also passed an ordinance to facilitate the creation of these assessment districts. PBID Funds are most effective when leveraged with CDBG funds and redevelopment funds. Eligible activities include enhanced services such as maintenance, sidewalk cleaning, security, marketing and economic development. PBIDs can fund these activities as well as public improvements such as acquisition and maintenance of parking facilities, benches, trash receptacles, street lighting, decoration and public plazas. A PBID is a potential funding source for community enhancements, however given the poor economic performance of the businesses along Third Street and the length of the Third Street corridor, a PBID would be difficult to initiate and maintain without supplementary funding from tax increment.</p>	Unknown
Economic Development Administration (EDA)	Small Business Revolving Loan Fund	Sponsored by the EDA and administered locally, the Small Business Revolving Loan Fund can be used in designated census tracts to provide low interest loans to businesses in disadvantaged neighborhoods. The loan fund can be used for a variety of assistance, such as working capital, machinery and equipment, leasehold improvements, and façade improvements benefiting disadvantaged neighborhoods. Interest accrued from the fund can be used for marketing, technical assistance and administrative costs. This program may be a possible source of funding for property improvements on Third Street or for other economic development programs.	Unknown
Economic Development Administration (EDA)	Small Business Administration (SBA)	A number of federal Small Business Administration (SBA) funding programs are available, ranging from small business loans, special loans and equity investment programs. All financing options are tailored to small business needs. Loans programs include Basic 7(1) Loan Guaranty, Certified Development Company (CDC), and Microloan and Loan Prequalification. Special loan programs include the Export Working Capital Program that provides short-term working capital to exporters, and International Trade Loan. SBA's investment program consists of privately owned and managed investment firms that provide venture capital and start-up financing to small businesses. Generally, technical assistance is provided, but grants and loans are also available. This funding source could help strengthen the economic base of the business community. Eligible activities include one on one counseling with small business owners, hosting workshops, classes, and web site design.	Unknown



**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Complementary Sources</b>			
Department of the Treasury	New Market Tax Credits (NMTC)	<p>The New Markets Tax Credit (NMTC) Program permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). A substantial amount of the qualified equity investment must be used by the CDE to provide investments in low income communities. Qualified CDEs apply to the Community Development Financial Institutions (CDFI) Fund for an award of New Markets Tax Credits. The CDE seeks taxpayers to make qualifying equity investments in the CDE.</p> <p>A CDE that receives a NMTC award is required to use the qualifying equity investments to make Qualified Low-Income Community Investments in Qualified Active Low-Income Businesses (QALIBs) located in low-income communities. The taxpayers are eligible to claim a tax credit equal to 5 percent of its equity investment in the CDE for each of the first three years and a 6 percent credit for each of the following four years (39 percent in total).</p> <p>Examples of NMTC eligible investments include loans, equity investments, capital to businesses, and purchase of certain loans made by other CDEs; financial counseling and related services to businesses; and equity investment, loans and counseling to other CDEs. Investments may also be made in community development projects, such as community health centers and charter schools. The process for the allocation of tax credits is competitive and best used as a complementary funding source for assisting local business and community development.</p>	Unknown
National Parks Service	Historic Rehabilitation Tax Credits	<p>The Historic Rehabilitation Tax Credits program provides: 1) Two tier tax credit equal to 20% of the cost of rehabilitating certified historic buildings or 2) Tax credit equal to 10% of the costs of substantial rehabilitation of depreciable property. Rehabilitation must meet specific physical tests for retention of external walls and internal structural framework. Credit cannot be claimed on "tax exempt use" or on federal grant funds used for rehabilitation. Eligible activities include rehabilitation of certified historic buildings and rehabilitation of non-historic buildings built before 1936 used for non-residential purposes.</p>	Unknown
California Tax Credit Allocation Committee (CTCAC)	Low Income Housing Tax Credits (LIHTC)	<p>The Low Income Housing Tax Credit (LIHTC) Program allows investors to contribute equity to affordable housing projects in exchange for tax relief. The California Tax Credit Allocation Committee (CTCAC) administers two types of federal tax credits: a competitive program that allows developers to "sell" up to 9 percent of eligible costs for new construction and rehabilitation in tax credits, and a non-competitive program funding 4 percent of eligible project costs (mostly for acquisition and minor rehabilitation) through tax credits to investors. Affordable units in projects receiving federal tax credits in California must remain affordable to households at or below 60 percent of area median income (AMI) for 55 years and rent in these units is restricted to 30 percent or less of total household income. Additionally, the State of California has its own tax credit program for funding of projects that currently receive or have previously received federal tax credits.</p>	Unknown
San Francisco Mayor's Office of Community Development (MOCD)	Small Business Loans	<p>Many San Francisco small business owners are eligible to apply for loans administered by the Mayor's Office of Community Development. Applications are evaluated based on the applicant's business plan, financial soundness, credit history, demonstrated capability, and ability to repay the loan. Programs include the Micro-enterprise Loan Program, the Small Business Loan Program, and the Section 108 Loan Program. Loans are required to create one full-time job for every \$35,000 borrowed, and at least 51% of new jobs created must be filled by or made available to lower-income San Francisco residents. MOCD loan applications must be sponsored by a City-funded Economic Development Organization, which provides small businesses with technical assistance, training, and loan packaging services. Eligible organizations include the Mission Economic Development Association, San Francisco Renaissance, Urban Solutions, the Southeast Asian Community Center, Women's Initiative for Self Employment, the Small Business Development Center, Bayview Small Business Resource Center, Northeast Community Federal Credit Union, and the LGBT Community Center.</p>	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Complementary Sources</b>			
California Department of Insurance	California Organized Investment Network (COIN)	California Organized Investment Network (COIN) facilitates the offering of a comprehensive array of investment products responsive to capital needs of low income and/or rural communities. COIN envisions no limit on the type or nature of capital investment that insurance companies may provide to eligible proposals. Broadly categorized, COIN-facilitated investment products may be versions of debt, equity or credit enhancement. To be eligible, proposals must satisfy each of the three guiding investment principles: 1) provide safe, sound and solvent investments offering an acceptable financial return; 2) provide investments in or benefiting low income and rural people or communities either directly or through intermediaries; 3) add value to capital products and programs currently available. COIN administers the program by certifying Community Development Financial Institutions (CDFIs) that wish to receive qualified investments and by certifying the tax credits for investors. Program activities must have either an affordable housing or economic development benefit. Affordable housing benefits include affordable rental housing, affordable ownership housing, or mixed-income and/or mixed-use development. COIN could be used to complement economic development and housing programs.	Unknown
Bay Area Council	Community Capital Investment Initiative (CCII) and the Bay Area Family of Funds	The Community Capital Investment Initiative (CCII) is a regional effort developed by the Bay Area Council to build healthy and self-reliant communities; create and recycle wealth for residents, community organizations and institutions; reduce poverty; increase household income; produce high quality jobs; increase the number of community-serving and region-serving businesses; expand affordable housing and homeownership among current residents; create new and improved services and amenities; avoid displacement; and mitigate adverse community impacts. Through capital investment by the Bay Area Family of Funds, CCII facilitates keystone developments such as commercial retail, mixed-use and industrial facilities in 46 target neighborhoods. The Bay Area Family of Funds consists of three funds: (1) Bay Area Smart Growth Fund; (2) Bay Area Equity Fund; and (3) California Environmental Redevelopment Fund (CERF). The Smart Growth Fund invests equity in real estate developments, including mixed use, mixed income, commercial, housing and industrial uses. The Equity Fund is a \$75 million venture capital fund that invests in companies that can create quality jobs in the targeted Bay Area neighborhoods, which include the Bayview. CERF invests in environmental remediation and redevelopment, primarily clean up activities; it is a \$34 million statewide fund that has invested \$13.7 million in six deals in the Bay Area since 2003. Each fund requires double bottom line returns of long-term market returns for investors and significant social returns and environment benefits for communities. The Project Area might benefit from investments for Smart Growth and Equity projects as well as from CERF funding, but only developments with market rate returns would be funded under the program.	Unknown
Pacific Gas & Electric (PG&E)	Rule 20A Program	The Rule 20A Program provides funding for the undergrounding of overhead electrical wires as well as other utilities. Projects are typically in areas of communities that are used most by the general public, and must be legislated by the nominating city for conversion to underground utilities. After an area is nominated, there is generally a significant wait for the undergrounding as the service is in high demand. The work is carried out by Pacific Gas & Electric (PG&E) and paid for by the benefited customers through future electric rates. PG&E requires an 85 percent concurrence from the property owners in the area. These funds could be used to assist community efforts to underground power lines in the Project Area.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Complementary Sources</b>			
National Endowment for the Arts (NEA)	Access to Artistic Excellence	The Access to Artistic Excellence program, created by National Endowment for the Arts (NEA), fosters and preserves excellence in the arts and provides access to the arts for all Americans. One applicable program category is the Design Stewardship category, which funds projects that protect, share or celebrate Americans' collective design heritage. These include, among others, historic preservation activities; the exhibition and publication of historical design; and education and outreach that bring established design practices to American communities, such as conferences, symposia, and other gatherings that promote the heritage and conservation of design. In redevelopment terms, this program allows the grant to be spent on redevelopment activities, design fees, and community planning, but will not fund construction, purchase or renovation of facilities. Eligible activities include predevelopment, design fees, and community planning.	Unknown
Department of Housing and Urban Development (HUD)	Lead Hazard Reduction/Healthy Homes	The Lead-Based Paint Hazard Control Program assists in undertaking comprehensive programs to identify and control lead-based paint hazards in eligible privately owned rental or owner-occupied housing.	Unknown
Department of Housing and Urban Development (HUD)	Renewal Community Tax Incentives (RC)	The Renewal Community Tax Incentives (RC) encourage businesses to open, expand, and to hire local residents. The incentives include employment credits, a 0% tax on capital gains, accelerated depreciation through Commercial Revitalization Deductions, and other incentives. San Francisco is a Renewal Community.	Unknown
Department of Housing and Urban Development (HUD)	Empowerment Zones (EZ)	The Empowerment Zones (EZ) program provides grants and tax incentives to locate businesses in, and hire residents of, economically disadvantaged areas. EZ incentives include employment credits, low-interest loans through EZ facility bonds, reduced taxation on capital gains, and other incentives. San Francisco is not currently an Empowerment Zone.	Unknown
National Parks Service, administered by California State Parks	Land and Water Conservation Fund	The Land and Water Conservation Fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities, and indoor facilities which support outdoor recreation activities.	Unknown
National Trust for Historic Preservation	Preservation Services Fund (PSF)	The Preservation Services Fund (PSF) provides grants for nonprofit groups or local governments to initiate preservation projects. Funds may be used to support consultants with professional expertise in areas such as architecture, law, planning and economics; conferences that address subjects of particular importance to historic preservation; and curriculum development in preservation. Funds cannot be used for "bricks and mortar" activities or to conduct research or resource surveys.	Unknown
National Trust for Historic Preservation	Inner City Ventures Fund (ICVF)	The Inner-City Ventures Fund (ICVF) finances community development projects that result in preserving historic properties that benefit low, moderate, or mixed income neighborhoods. The program has geographic restrictions. They are intended to battle displacement caused by inner-city revitalization efforts by helping to meet the needs of existing residents. Eligible projects involve the acquisition, stabilization, rehabilitation and/or restoration of historic properties in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Unknown



**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Complementary Sources</b>			
National Trust for Historic Preservation	National Preservation Loan Fund (NPLF)	The National Preservation Loan Fund (NPLF) is a more flexible fund than ICVF in terms of project criteria. NPLF provides funding for a variety of preservation projects. These may include establishing or expanding local and statewide preservation revolving funds, acquiring and/or rehabilitating historic buildings, sites, structures and districts, and preserving National Historic Landmarks. Projects must demonstrate a community revitalization aspect that ensure the project's impact will be far-reaching. The program includes project based loans for one specific building and lines of credit for rehabbing several buildings in the area. Eligible projects involve the acquisition, stabilization, rehabilitation and/or restoration of historic properties in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Unknown
California State Parks	Per Capita Grant Program	The Per Capita Grant Program is intended to maintain a high quality of life for California's growing population by providing a continuing investment in parks and recreational facilities. Specifically, the program funds acquisition, development, improvement, rehabilitation, restoration, enhancement, and the development of interpretive facilities, local parks, and recreational lands and facilities. Per capita grant funds can only be used for capital outlay.	Unknown
California State Water Resources Control Board	Petroleum Brownfield Grant Program: Orphan Site Cleanup Account (OSCA)	The Petroleum Brownfield Grant Program provides financial assistance for brownfield sites in California that were contaminated by petroleum leaking underground storage tanks where there is no financially responsible party. Grants of up to \$1.5 million per site are available for assessment and cleanup costs. If funding available in a given year is insufficient to meet the demand for OSCA grants, the Board gives each application a score, creates a priority list based on that score and funds projects in their order of priority.	Unknown
Local Initiatives Support Corporation (LISC)	Loans	Local Initiatives Support Corporation (LISC) has been working to build stronger communities across the United States by providing local community based organizations with financing and technical expertise to revitalize distressed neighborhoods. LISC is the largest community development intermediary in the country and has been certified as a Community Development Entity (CDE). LISC's loan program is designed to provide nonprofit community development corporations with the debt capital needed to enable otherwise worthy and otherwise feasible projects to be developed. LISC provides capital at flexible and often below-market rate terms. LISC provides loans for predevelopment, acquisition, construction or mini-permanent financing.	Unknown
Local Initiatives Support Corporation (LISC)	Predevelopment Zero Interest Loans ("Recoverable Grants")	Most often used in predevelopment stage, LISC provides local nonprofit community development corporations with zero interest loans (or "recoverable grants"). These zero-interest loans are typically no more than \$50,000. LISC will advance funds for predevelopment costs with no interest charged, and the funds are generally repaid within 12 to 18 months. Repayment typically occurs when acquisition and/or construction financing is secured.	No more than \$50,000
Local Initiatives Support Corporation (LISC)	Green Connection Loan Fund	The Green Connection Loan Fund provides nonprofit developers with preferred financing to help incorporate green, sustainable materials and design features into affordable housing. Loans of up to \$250,000 are made to community development organizations with a strong commitment to sustainable building.	Up to \$250,000
Local Initiatives Support Corporation (LISC)	Equity	LISC's affiliate, the National Equity Fund, provides equity investments in affordable housing projects eligible for low income housing tax credits.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Complementary Sources</b>			
Department of Housing and Urban Development (HUD)	HOPE VI	HOPE VI Revitalization grants fund: Capital costs of major rehabilitation, new construction and other physical improvements; Demolition of severely distressed public housing; Acquisition of sites for off-site construction; and Community and supportive service programs for residents, including those relocated as a result of revitalization efforts. Any Public Housing Authority that has severely distressed public housing units in its inventory is eligible to apply. Although HOPE VI funds are extremely competitive, they may be used in conjunction with other public and private funding sources under the HOPE SF program.	Unknown
Department of Housing and Urban Development (HUD)	Housing Opportunities for Persons with AIDS (HOPWA) Program	The Redevelopment Agency administers the federal HOPWA Program for San Francisco, Marin, and San Mateo counties. Under this program, the U.S. Department of Housing and Urban Development (HUD) provides funds for a wide range of housing-related capital development and service activities for people with HIV/AIDS. Since 1992, over \$33 million in capital funds and \$98 million in supportive service funds has assisted the creation of more than 400 housing units in San Francisco. The HOPWA Program aims to increase the size of the permanently affordable housing stock, expand housing opportunities to meet the needs of the City's HIV/AIDS residents, provide appropriate housing-linked supportive services, and assist non-profit housing developers and service providers in increasing their skills and ability to create HIV/AIDS housing and related supportive services.	Unknown
Private Sector	Private Donations	Private donations by individuals, civic booster organizations or corporate sponsors could make a small, but recognizable contribution to the implementation of the Redevelopment Program. Donations could be used to fund all or part of minor streetscape improvements such as benches, entrance signage, directional signs, bicycle racks, historic signage or landscaping. However, in terms of the total funding needs of the Redevelopment Program, donations may be expected to provide only a small part of the needed implementation funding.	Unknown
Housing and Community Development (HCD)	Housing Related Parks Program	Grants for creation of new parks or rehabilitation or improvements to existing parks.	Unknown
<b>Unlikely Sources</b>			
City of San Francisco	City of San Francisco General Fund	The general fiscal condition of the City of San Francisco makes any ongoing direct financial support of redevelopment activities difficult. State and federal governments have continued to reduce funding and shifted costs and program responsibility to cities and counties. Cities have a limited ability to raise revenues that might offset new costs or replace lost revenue. In addition to funding essential functions such as police and fire services, street maintenance, MUNI operations, and existing open space, the City anticipates major capital expenditures to address the demands on, and needs of, City facilities. As a result, no reliance can be made on the City General Fund as a major source of redevelopment funding.	Unknown
City of San Francisco or San Francisco Redevelopment Agency	Lease Revenues	Broad authority to issue revenue bonds secured by sources other than tax increment, such as tenant leases on publicly owned land or in publicly owned facilities. Lease revenue bonds secured by lease revenues from development are not anticipated to be a source of the debt financing for the Agency's Redevelopment Program.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Unlikely Sources</b>			
San Francisco Redevelopment Agency	Land Sales	The Agency may acquire property in implementing the Redevelopment Program. The sale of such property will create a resource that can be used to fund redevelopment activities. In most instances, land sale proceeds only offset a portion of the costs for a specific development project, and do not create a resource that is available for a general revitalization effort. It is not known at this time how much land sale proceeds will equal.	Unknown
Department of Housing and Urban Development (HUD)	Community Development Block Grants (CDBG)	Community Development Block Grants (CDBG) are allocated by the United States Department of Housing and Urban Development (HUD) to fund activities such as public works; rehabilitation loans and grants; land acquisition, demolition, and relocation for redevelopment; public services; and affordable housing, social services and projects for the elderly or disabled. CDBG-funded projects and activities must principally benefit low and moderate-income persons, aid in the prevention or elimination of blight, or address an urgent need. CDBG funds have provided a limited source of revenue for many redevelopment activities in California. In San Francisco, CDBG funds are administered by the Mayor's Office of Community Development (MOCD) for citywide uses. In the past, the City and Agency have used some CDBG funding for redevelopment activities, but the funds have been very limited. In recent years, most of the CDBG funds have been used to construct and rehabilitate housing, and provide needed services and facilities, such as day care, to low-income residents. Given the competing needs in the City, very few CDBG funds are available for public improvements. Given these factors, coupled with federal budget constraints, CDBG funds cannot be counted upon as a source of revenue for redevelopment projects and activities other than City-sponsored affordable housing.	Unknown
Department of Housing and Urban Development (HUD)	Section 108 Loan Guarantees	Section 108 is the loan guarantee provision of the CDBG program sponsored by HUD. The objective of the loan funding is to provide communities with a source of financing for economic development, housing rehabilitation, public facilities, and large scale physical development projects. All projects and activities must either principally benefit low and moderate income persons, aid in the elimination or prevention of slums and blight, or meet urgent needs of the community. The maximum repayment period for Section 108 loan is 20 years. Primarily this program can be relied upon for economic development and rehabilitation efforts. It does not generate new funds; rather it is a loan fund secured by CDBG or other dedicated revenues, such as tax increment revenues. The City of San Francisco serves as the Section 108 entity.	Unknown
Department of Housing and Urban Development (HUD)	Brownfield Economic Development Initiative (BEDI)	The Brownfield Economic Development Initiative (BEDI) is a federal program administered by HUD. BEDI grants are designed to help local governments redevelop brownfields. Brownfields are defined as abandoned, idled, or underutilized properties, including industrial and commercial facilities where expansion or redevelopment is complicated by the possible presence of environmental contamination. BEDI grants must be linked with a new Section 108-guaranteed loan commitment secured by the City's CDBG funds. Both Section 108 loan guarantee proceeds and BEDI grant funds are initially made available by HUD to local government agencies eligible for assistance under the CDBG program. A local government may re-loan the Section 108 loan proceeds and provide BEDI funds to a business or other public entity eligible to carry out a specific approved brownfields economic development project, or the public entity may carry out the eligible project itself. In either case, BEDI grant funds and the Section 108 proceeds must be used to support the same eligible BEDI project. Since the Project Area is not expected to receive any citywide CDGB funds or Section 108 commitments, it is unlikely to receive a BEDI allocation.	Unknown



**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Unlikely Sources</b>			
Department of Housing and Urban Development (HUD)	HOME funds	The Home Investment Partnership Program (HOME), administered by HUD, provides formula grants to states and localities that communities often use in conjunction with local nonprofit organizations to fund affordable housing activities. HOME funds are awarded annually to participating jurisdictions. States are automatically eligible and receive their funding each year. Local jurisdictions eligible for at least \$500,000 under the formula (\$335,000 in years when Congress appropriates less than \$1.5 billion for HOME) may receive an allocation. HOME assisted rental housing must comply with certain income and affordability restrictions. The City's annual award is small in comparison to the citywide need for funding. Therefore, this source of funding is unlikely to provide funding for the Project Area.	Unknown
Department of the Treasury	Build America Bonds (BAB)	BABs are a new type of tax-credit bond that pays investors both taxable interest and a federal tax credit equal to 35 percent of that taxable interest (Build America Bonds). Through December 31, 2010, state and local governments may elect to issue Build America Bonds in lieu of a tax-exempt governmental bond. Importantly, issuers of BABs may elect to receive a rebate from the IRS of 35 percent of the interest paid on the bonds in lieu of investors receiving the tax credit. BABs may be issued only for those purposes for which tax-exempt governmental bonds may be issued under present law. In addition, the tax rules that apply to tax-exempt governmental bonds (e.g., private-use restrictions, arbitrage, etc.) also would apply to BABs. BABs for which an issuer has made the election to receive the 35-percent interest rebate option may only be used for capital expenditures, issuance costs, and reserve funds.	Unknown
Department of the Treasury	Recovery Zone Facility Bonds	The American Recovery and Reinvestment Act of 2009 (Act) authorizes the issuance of \$15 billion in a new category of tax-exempt private activity bonds (Recovery Zone Facility Bonds) for use in areas designated as Recovery Zones. The Act generally defines Recovery Zones as areas designated by state and local governments as having significant poverty, unemployment, or home-foreclosure rates. Generally, property eligible for depreciation that is actively used in a business may be financed with the proceeds of RZF Bonds, provided the property is acquired after the date on which a Recovery Zone designation took effect.	Unknown
Department of the Treasury	Recovery Zone Economic Development Bonds	The Act (defined above) authorizes the issuance of \$10 billion in a new category of taxable bonds similar to BABs (described above). Recovery Zone Economic Development (RZED) Bonds would pay interest at a taxable rate and the federal government would provide issuers with direct payments equal to 45 percent of the interest on the bonds (compared to 35 percent for Build America Bonds). RZED Bonds may be issued for purposes that promote development or economic activity in a Recovery Zone. The bonds also are subject to the present-law rules that apply to tax-exempt governmental bonds (e.g., private-use restrictions, arbitrage, etc.).	Unknown
Department of the Treasury	Qualified School Construction Bonds	The Act (defined above) creates a new category of tax-credit bonds and authorizes \$11 billion annually in Qualified School Construction Bonds for 2009 and 2010 to finance the construction, rehabilitation, or repair of public school facilities. Similar to existing tax-credit bonds, the credit rate for Qualified School Construction Bonds is required to be set by the Secretary of the Treasury at a rate that permits issuance of such bonds without discount and interest cost to the qualified issuer.	Unknown
Department of Housing and Urban Development (HUD)	Tax Credit Assistance Program (TCAP)	Provides grant funding for capital investment in Low Income Housing Tax Credit (LIHTC) projects via a formula-based allocation to State housing credit allocation agencies. The housing credit agencies in each state shall distribute these funds competitively and according to their qualified allocation plan. Projects awarded low income housing tax credits in fiscal years 2007, 2008, or 2009 are eligible for funding, but housing credit agencies must give priority to projects that are expected to be completed by February 2012.	Unknown

**Table E-1  
Primary, Secondary, Complementary, and Unlikely Funding Sources**

Agency	Program	Description / Funding Parameters/Terms & Conditions/Past Experience/Future Plans	Estimated Funding (\$, if known)
<b>Unlikely Sources</b>			
Department of Housing and Urban Development (HUD)	Assisted Housing Stability and Energy and Green Retrofit Investments Stimulus Program	The Assisted Housing Stability and Energy and Green Retrofit Investments Stimulus Program provides grants and loans through HUD's Office of Affordable Housing Preservation (OAHP) for eligible property owners to make energy and green retrofit investments in the property, to ensure the maintenance and preservation of the property, the continued operation and maintenance of energy efficiency technologies, and the timely expenditure of funds. The terms of the grants or loans will include continued affordability agreements.	Unknown
Department of Housing and Urban Development (HUD)	Youth Build Program	The Youth Build Program provides funds passed through the U.S. Department of Housing and Urban Development to YouthBuild USA. YouthBuild provides funding to public and private non-profit organizations, that include community-based organizations, community action agencies, state or local housing agencies, community development corporations, and any other entity including states, and units of general local government eligible to provide education and employment training. YouthBuild funds projects that assist high-risk youth in learning housing construction job skills and complete their high school education. Participants enhance their skills as they construct and/or rehabilitate affordable housing for low-income and homeless persons or families.	Unknown
Department of Housing and Urban Development (HUD)	Capacity Building for Community Development and Affordable Housing Grants	The purpose of the Capacity Building for Community Development and Affordable Housing Program is to enhance the technical and administrative capabilities of community development corporations (CDCs) and CHDOs to carry out community development and affordable housing activities. Only the following 4 entities are eligible: Enterprise Community Partners, Inc. (formerly The Enterprise Foundation), the Local Initiatives Support Corporation (LISC), Habitat for Humanity, and YouthBuild USA.	Unknown
Department of Housing and Urban Development (HUD)	Public Housing Neighborhood Networks	The purpose of the Public Housing Neighborhood Networks (NN) program is to provide grants to public housing authorities (PHAs) to: (a) update and expand existing NN community technology centers; or (b) establish new NN centers. These centers offer comprehensive services designed to help public housing residents achieve long-term economic self-sufficiency.	Unknown
Department of Justice	Gang Prevention Coordination Assistance Program	The OJJDP FY 2009 Gang Prevention Coordination Assistance Program provides funding for localities to enhance coordination of Federal, state, and local resources in support of community partnerships implementing the following anti-gang strategies: primary prevention, secondary prevention, gang intervention, and targeted gang enforcement. This program is authorized by statutes appropriating funds for FY 2009.	Unknown

**Appendix F:**  
**Tax Increment Projections**



**Table F-1a**  
**Summary of Tax Increment Projections**  
**BVHP Project Area B (Combined)**

<b>Project Area Information</b>	<b>Project Area B (Non-CP)</b>	<b>Candlestick Point Activity Node</b>	<b>Total</b>
Base Year	FY 2005 - 2006	FY 2005 - 2006	
Time Limit on TI Collection	FY 2050 - 2051	FY 2050 - 2051	
Base Year AV <sup>a</sup>	1,137,921,226	27,307,419	1,165,228,645
FY 2009 - 2010 AV <sup>a</sup>	1,496,053,471	29,558,428	1,525,611,899
<b>Tax Increment (TI) Projections<sup>b</sup></b>			
<i>In Nominal (Future) Dollars</i>			
Incremental Tax Revenues	1,410,000,000	3,080,000,000	4,490,000,000
Less: County Admin Fee	0	0	0
Subtotal: TI Remitted to Agency	1,410,000,000	3,080,000,000	4,490,000,000
<b>Agency Obligations:</b>			
Less: 20% Housing Set Aside	(280,000,000)	(620,000,000)	(900,000,000)
Less: Additional TI for Housing	(170,000,000)	0	(170,000,000)
Less: Pass Through Payments	(300,000,000)	(670,000,000)	(970,000,000)
Subtotal: TI Available for Non-Housing Program and Agency Administration	660,000,000	1,790,000,000	2,450,000,000
<b>Projected Use of Funds:<sup>c</sup></b>			
Agency Administration (Non-CP)	210,000,000	0	210,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	50,000,000	0	50,000,000
Housing Redevelopment Program	450,000,000	620,000,000	1,070,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	110,000,000	130,000,000	240,000,000
Non-Housing Redevelopment Program	450,000,000	1,790,000,000	2,240,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	110,000,000	370,000,000	480,000,000
Total Redevelopment Program	1,110,000,000	2,410,000,000	3,520,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	270,000,000	500,000,000	770,000,000

a. See appendix tables F-2a and F-3a for more detail.

b. Figures rounded to the nearest \$10,000,000. Calculations may not precisely match due to rounding.

c. Constant values discounted to FY 2009/10 dollars at 6%.

Source: San Francisco Redevelopment Agency, Lennar Corporation, Seifel Consulting Inc.

**Table F-1b  
Tax Increment Projections  
BVHP Project Area B (Combined)  
(In Nominal/Future Dollars)**

Plan Year	Fiscal Year	Beginning of the Year Assessed Value			New Development Value (4)	Beginning of Year Incremental AV over Base (5)	Incremental Tax Revenues			Agency Obligations				Projected Use of Funds				
		Secured Assessed Value (1)	Other Assessed Value (2)	Total Beginning of Year Assessed Value (3)			Basic Incremental Revenue (6)	Supplemental Revenue from New Development (7)	Gross Incremental Tax Revenues (8)	County Admin (9)	20% Housing Set Aside (10)	Additional TI for Housing (11)	Pass Through Payments (12)	Agency Admin (13)	Housing Redevelopment Program (14)	Non-Housing Redevelopment Program (15)		
Base				1,165,228,645														
4	2009 - 2010	1,396,916,538	128,695,360	1,525,611,899	3,450,000	360,383,254	3,603,833	34,500	3,638,333	0	727,667	451,978	727,667	542,373	1,179,644	1,188,648		
5	2010 - 2011	1,428,304,869	128,695,360	1,557,000,229	79,233,600	391,771,584	3,917,716	792,336	4,710,052	0	942,010	585,807	942,010	702,969	1,527,818	1,537,255		
6	2011 - 2012	1,536,104,567	128,695,360	1,664,799,927	133,925,400	499,571,282	4,995,713	1,339,255	6,334,968	0	1,266,994	788,784	1,266,994	946,541	2,055,777	2,065,656		
7	2012 - 2013	1,700,752,148	128,695,360	1,829,447,508	106,983,685	664,218,862	6,642,189	1,069,857	7,712,046	0	1,542,409	960,778	1,542,409	1,152,933	2,503,187	2,513,516		
8	2013 - 2014	1,859,738,571	128,695,360	1,988,433,931	115,333,147	823,169,656	8,221,697	1,153,311	9,375,028	0	1,875,006	1,168,507	1,875,006	1,402,208	3,043,512	3,054,302		
9	2014 - 2015	2,029,738,941	128,695,360	2,158,433,931	115,481,332	993,205,286	9,932,053	1,154,831	11,086,866	0	2,217,373	1,382,340	2,217,373	1,658,808	3,999,713	4,010,971		
10	2015 - 2016	2,206,052,282	128,695,360	2,334,747,643	83,148,747	1,169,518,998	11,695,190	831,487	12,526,677	0	2,505,335	1,542,869	2,505,335	1,851,443	4,048,205	4,121,694		
11	2016 - 2017	2,355,321,625	94,742,017	2,450,063,642	57,809,218	1,284,834,997	12,848,350	578,092	13,426,442	0	2,685,288	1,674,941	2,685,288	2,009,929	4,360,229	4,370,996		
12	2017 - 2018	2,483,573,917	94,742,017	2,578,315,934	195,674,028	1,413,087,289	14,130,873	1,956,740	16,087,613	0	3,217,523	1,841,313	3,217,523	2,220,613	5,058,835	5,069,130		
13	2018 - 2019	2,753,352,749	94,742,017	2,848,094,766	428,276,608	1,682,866,121	16,828,661	4,282,766	21,111,427	0	4,222,285	1,972,458	4,222,285	2,392,453	6,194,743	6,205,181		
14	2019 - 2020	3,262,567,196	94,742,017	3,357,309,213	299,971,433	2,192,080,568	21,920,806	2,999,714	24,920,520	0	4,984,104	2,112,111	4,984,104	2,572,001	7,096,215	7,107,022		
15	2020 - 2021	3,660,415,646	94,742,017	3,755,157,663	1,321,608,633	2,589,929,018	25,899,290	13,216,086	29,115,377	0	7,823,075	2,256,905	7,823,075	3,041,988	10,079,981	10,090,248		
16	2021 - 2022	5,091,836,748	94,742,017	5,186,578,765	820,212,692	4,021,350,120	40,213,501	8,202,127	48,415,628	0	9,683,126	2,406,301	9,683,126	2,950,297	12,089,427	12,100,724		
17	2022 - 2023	6,064,804,543	94,742,017	6,159,546,560	624,925,896	4,994,317,915	49,943,179	6,249,259	56,192,438	0	11,238,488	2,559,769	11,238,488	3,147,736	13,798,257	13,810,000		
18	2023 - 2024	6,871,674,575	94,742,017	6,966,416,592	1,092,496,087	5,801,187,947	58,011,879	10,924,961	68,936,840	0	13,787,368	2,718,951	13,787,368	3,352,400	16,506,319	16,518,124		
19	2024 - 2025	8,170,320,899	94,742,017	8,265,062,916	800,147,100	7,099,834,271	70,998,343	8,001,471	78,999,814	0	15,799,963	2,883,898	15,799,963	3,564,477	18,683,640	18,695,123		
20	2025 - 2026	9,215,577,626	94,742,017	9,310,319,643	1,035,496,004	8,145,090,998	81,450,910	10,354,960	91,805,870	0	18,361,174	3,053,001	18,361,174	3,782,055	21,414,175	21,426,175		
21	2026 - 2027	10,527,540,959	94,742,017	10,622,282,976	611,605,331	9,457,054,331	94,570,543	6,116,500	100,687,044	0	20,137,409	3,227,559	20,137,409	4,006,563	23,364,968	23,377,000		
22	2027 - 2028	11,455,017,219	94,742,017	11,549,759,236	379,108,901	10,384,530,591	103,845,306	3,791,089	107,636,395	0	21,527,279	3,404,737	21,527,279	4,234,690	24,932,016	24,944,000		
23	2028 - 2029	12,177,776,637	94,742,017	12,272,518,654	37,804,250	11,107,290,009	111,072,900	3,788,042	114,860,752	0	22,990,189	3,581,882	22,990,189	4,463,036	25,872,071	25,884,000		
24	2029 - 2030	12,580,914,186	94,742,017	12,675,656,203	38,560,335	11,510,427,558	115,104,276	3,853,603	118,959,879	0	23,097,976	3,765,831	23,097,976	4,699,568	26,863,807	26,875,800		
25	2030 - 2031	12,996,901,946	94,742,017	13,091,643,963	40,113,542	11,926,415,318	119,264,153	3,933,315	123,197,469	0	23,931,494	3,956,170	23,931,494	4,944,319	27,887,664	27,900,000		
26	2031 - 2032	13,426,140,546	94,742,017	13,520,882,563	40,118,172	12,355,653,918	123,556,539	401,182	123,957,721	0	24,791,544	4,153,109	24,791,544	5,197,558	28,944,653	28,957,000		
27	2032 - 2033	13,869,042,935	94,742,017	13,963,784,952	34,802,167	12,798,536,307	127,985,363	348,022	128,333,585	0	25,666,717	4,349,215	25,666,717	5,450,384	30,015,932	30,028,000		
28	2033 - 2034	14,319,916,390	94,742,017	14,414,658,407	2,734,343	13,249,429,762	132,494,298	27,343	132,521,641	0	26,504,328	4,511,766	26,504,328	5,662,933	31,016,094	31,028,000		
29	2034 - 2035	14,752,248,225	94,742,017	14,846,990,242	4,553,092	13,681,761,597	136,817,616	45,531	136,863,147	0	27,372,629	4,685,358	27,372,629	5,886,029	32,057,987	32,070,000		
30	2035 - 2036	15,199,368,763	94,742,017	15,294,110,780	0	14,128,882,135	141,288,821	0	141,288,821	0	28,257,764	4,858,246	28,257,764	6,108,906	33,116,010	33,128,000		
31	2036 - 2037	15,655,349,826	94,742,017	15,750,091,843	0	14,584,863,198	145,848,632	0	145,848,632	0	29,169,726	5,036,873	29,169,726	6,338,675	34,206,599	34,218,000		
32	2037 - 2038	16,125,010,321	94,742,017	16,219,752,338	0	15,054,523,693	150,545,237	0	150,545,237	0	30,109,047	5,212,037	30,109,047	6,575,337	35,321,085	35,333,000		
33	2038 - 2039	16,608,760,631	94,742,017	16,703,502,648	0	15,538,274,003	155,382,740	0	155,382,740	0	31,076,548	5,392,457	31,076,548	6,819,099	36,469,005	36,481,000		
34	2039 - 2040	17,107,023,449	94,742,017	17,201,765,466	0	16,036,536,821	160,365,368	0	160,365,368	0	32,073,074	5,578,289	32,073,074	7,070,174	37,651,362	37,663,000		
35	2040 - 2041	17,620,234,153	94,742,017	17,714,976,170	0	16,549,747,525	165,497,475	0	165,497,475	0	33,099,495	5,769,695	33,099,495	7,328,780	38,869,190	38,881,000		
36	2041 - 2042	18,148,841,178	94,742,017	18,243,583,195	0	17,078,354,550	170,783,545	0	170,783,545	0	34,156,709	5,966,844	34,156,709	7,595,145	40,123,554	40,135,000		
37	2042 - 2043	18,693,306,413	94,742,017	18,788,048,430	0	17,622,819,785	176,228,198	0	176,228,198	0	35,245,640	6,166,908	35,245,640	7,869,501	41,415,548	41,427,000		
38	2043 - 2044	19,254,105,605	94,742,017	19,348,847,622	0	18,183,618,977	181,836,190	0	181,836,190	0	36,367,238	6,379,063	36,367,238	8,152,088	42,746,301	42,758,000		
39	2044 - 2045	19,831,728,773	94,742,017	19,926,470,790	0	18,761,242,145	187,612,421	0	187,612,421	0	37,522,484	6,594,494	37,522,484	8,443,152	44,116,978	44,128,000		
40	2045 - 2046	20,426,680,637	94,742,017	20,521,422,654	0	19,356,194,009	193,561,940	0	193,561,940	0	38,712,388	6,816,387	38,712,388	8,742,949	45,528,775	45,540,000		
41	2046 - 2047	21,039,481,056	94,742,017	21,134,223,073	0	19,968,994,428	199,689,944	0	199,689,944	0	39,937,989	7,044,936	39,937,989	9,051,739	46,982,925	47,000,000		
42	2047 - 2048	21,670,665,487	94,742,017	21,765,407,504	0	20,600,178,859	206,001,789	0	206,001,789	0	41,200,358	7,280,343	41,200,358	9,369,793	48,480,700	48,492,000		
43	2048 - 2049	22,320,785,452	94,742,017	22,415,527,469	0	21,250,928,824	212,502,988	0	212,502,988	0	42,500,948	7,522,811	42,500,948	9,697,388	50,023,409	50,035,000		
44	2049 - 2050	22,990,409,016	94,742,017	23,085,151,033	0	21,919,224,224	219,199,224	0	219,199,224	0	43,839,584	7,772,554	43,839,584	10,034,811	51,612,398	51,624,000		
45	2050 - 2051	23,680,121,286	94,742,017	23,774,863,303	0	22,609,634,658	226,096,347	0	226,096,347	0	45,219,269	8,029,789	45,219,269	10,382,357	53,249,058	53,261,000		
Total				8,502,838,533			4,398,406,236	85,028,385	4,483,434,621	0	896,686,924	167,421,063	898,399,875	2,111,321,371	1,064,107,987	2,239,794,387		
Present Value							944,663,624	41,452,515	986,116,139	0	197,223,228	42,104,133	210,954,425	52,372,132	239,327,361	243,484,622		

Notes for each column included on next page  
a. Discounted to constant FY 2009-2010 dollars at 6%.  
Source: San Francisco Redevelopment Agency, Lennar Corporation, Seifert Consulting Inc.

**Notes on Table F-1b**

- (1) Includes prior year's new development value plus non-new development value. See Appendix Tables F-2b and F-3b for more details on inflationary growth and reassessment assumptions.
- (2) Includes unsecured and state assessed value and adjustment for Candlestick Point Stadium demolition. Escalated at 0% from prior year.
- (3) Sum of columns (1) and (2).
- (4) Based on new development roll value schedule - See Appendix Tables F-2c and F-3c.
- (5) Total beginning of the year assessed value (column 3) less base year assessed value of \$1,165,228,645.
- (6) Equals 1% of beginning of year incremental AV over base value (column 5).
- (7) Equals 1% of assessments on new development during the year (column 4).
- (8) Sum of columns (6) and (7). Also equals Gross Tax Increment to Agency.
- (9) Assumed to equal 0% of gross tax increment as the County does not currently charge a fee.
- (10) CRL mandated housing set aside.
- (11) Per City of San Francisco policy, equals additional amount such that 50% of all tax increment available for the redevelopment program in Project Area B (Non-CP) is allocated for housing.
- (12) AB 1290 statutory pass through payments starting from the first year of tax increment collection. Assumes City takes Tier 1 pass through. Assumes City's Tier 2 and 3 pass throughs are retained by the Agency.
- (13) Assumed to equal 15% of gross tax increment for Project Area B (Non-CP).
- (14) Total tax increment available for housing-related redevelopment activities.
- (15) Total tax increment available for non-housing related redevelopment activities.



**Table F-1c**  
**Pass Through Payments to Affected Taxing Entities**  
**BVHP Project Area B (Combined)**  
**(In Nominal/Future Dollars)**

**Unadjusted Levies**

Plan Year	Fiscal Year	City General Fund[a] Levy: 90.02%	SF Community College District Levy: 1.44%	SF Unified School District Levy: 7.70%	Bay Area Air Quality Management District Levy: 0.21%	Bay Area Rapid Transit Levy: 0.63%	Total Pass-Throughs
Base	2005 - 2006						
4	2009 - 2010	655,014	10,511	56,022	1,517	4,603	727,667
5	2010 - 2011	847,957	13,607	72,524	1,964	5,958	942,010
6	2011 - 2012	1,140,493	18,301	97,544	2,642	8,014	1,266,994
7	2012 - 2013	1,388,410	22,279	118,748	3,217	9,756	1,542,409
8	2013 - 2014	1,687,799	27,083	144,354	3,910	11,860	1,875,006
9	2014 - 2015	1,995,983	32,028	170,712	4,624	14,026	2,217,373
10	2015 - 2016	2,255,194	36,188	192,882	5,225	15,847	2,505,335
11	2016 - 2017	2,417,180	38,787	206,737	5,600	16,985	2,685,288
12	2017 - 2018	2,896,274	49,587	264,301	7,159	21,715	3,239,035
13	2018 - 2019	3,800,718	70,646	376,549	10,200	30,937	4,289,050
14	2019 - 2020	4,486,474	94,007	501,063	13,572	41,167	5,136,283
15	2020 - 2021	7,041,992	144,668	771,089	20,887	63,352	8,041,988
16	2021 - 2022	8,716,329	206,270	1,099,433	29,780	90,328	10,142,140
17	2022 - 2023	10,116,398	252,347	1,345,023	36,433	110,505	11,860,705
18	2023 - 2024	12,410,790	308,743	1,645,618	44,575	135,202	14,544,928
19	2024 - 2025	14,222,440	369,327	1,968,533	53,322	161,732	16,775,353
20	2025 - 2026	16,527,931	431,686	2,300,912	62,325	189,040	19,511,893
21	2026 - 2027	18,126,820	489,179	2,607,352	70,625	214,217	21,508,192
22	2027 - 2028	19,377,921	531,761	2,834,316	76,773	232,864	23,053,635
23	2028 - 2029	20,064,659	560,319	2,986,534	80,896	245,370	23,937,778
24	2029 - 2030	20,791,794	581,769	3,100,866	83,993	254,763	24,813,186
25	2030 - 2031	21,542,091	603,903	3,218,842	87,189	264,456	25,716,481
26	2031 - 2032	22,316,271	626,742	3,340,574	90,486	274,457	26,648,530
27	2032 - 2033	23,104,063	650,131	3,465,238	93,863	284,699	27,597,994
28	2033 - 2034	23,858,044	673,171	3,588,041	97,189	294,789	28,511,234
29	2034 - 2035	24,639,651	696,204	3,710,808	100,515	304,875	29,452,053
30	2035 - 2036	25,436,411	719,839	3,836,784	103,927	315,225	30,412,186
31	2036 - 2037	26,257,320	744,076	3,965,972	107,426	325,839	31,400,633
32	2037 - 2038	27,102,856	776,639	4,139,533	112,128	340,099	32,471,253
33	2038 - 2039	27,973,758	810,178	4,318,300	116,970	354,786	33,573,992
34	2039 - 2040	28,870,787	844,724	4,502,431	121,957	369,914	34,709,813
35	2040 - 2041	29,794,727	880,306	4,692,085	127,095	385,496	35,879,708
36	2041 - 2042	30,746,385	916,956	4,887,429	132,386	401,545	37,084,701
37	2042 - 2043	31,726,593	954,705	5,088,634	137,836	418,075	38,325,843
38	2043 - 2044	32,736,207	993,586	5,295,874	143,449	435,102	39,604,219
39	2044 - 2045	33,776,110	1,033,634	5,509,332	149,231	452,640	40,920,947
40	2045 - 2046	34,847,209	1,074,883	5,729,194	155,187	470,703	42,277,176
41	2046 - 2047	35,950,442	1,117,370	5,955,651	161,321	489,309	43,674,093
42	2047 - 2048	37,086,771	1,161,132	6,188,902	167,639	508,472	45,112,917
43	2048 - 2049	38,257,191	1,206,206	6,429,151	174,146	528,211	46,594,905
44	2049 - 2050	39,462,723	1,252,632	6,676,607	180,849	548,541	48,121,353
45	2050 - 2051	40,704,421	1,300,452	6,931,487	187,753	569,482	49,693,595
<b>Total</b>		<b>807,158,599</b>	<b>23,326,560</b>	<b>124,331,982</b>	<b>3,367,781</b>	<b>10,214,953</b>	<b>968,399,875</b>

a. The City General Fund receives a Tier 1 pass through only. Its share of Tiers 2 and 3 are assumed to be retained by the Agency.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.

**Table F-2a**  
**Summary of Tax Increment Projections**  
**BVHP Project Area B (Non-Candlestick Point)**

<b>Project Area Information</b>	
Base Year	FY 2005 - 2006
Time Limit on TI Collection	FY 2050 - 2051
Base Year AV <sup>a</sup>	1,137,921,226
FY 2009 - 2010 AV <sup>b</sup>	1,496,053,471
<b>Tax Increment (TI) Projections<sup>c</sup></b>	
<i>Nominal (Future) Dollars</i>	
Incremental Tax Revenues	1,410,000,000
Less: County Admin Fee	0
Subtotal: TI Remitted to Agency	1,410,000,000
<b>Agency Obligations:</b>	
Less: 20% Housing Set Aside	(280,000,000)
Less: Additional TI for Housing	(170,000,000)
Less: Pass Through Payments	<u>(300,000,000)</u>
Subtotal: TI Available for Non-Housing Program and Agency Administration	660,000,000
<b>Projected Use of Funds:<sup>d</sup></b>	
Agency Administration	210,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	50,000,000
Housing Redevelopment Program	450,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	110,000,000
Non-Housing Redevelopment Program	450,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	110,000,000
Total Redevelopment Program	1,110,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	270,000,000

a. Equals Area B base year AV minus estimate for Candlestick Stadium base year AV. See appendix table F-3a for more detail.

b. Estimate based on FY 2008/09 secured AV escalated by 2% plus FY 2008/09 unsecured and state AV.

c. Figures rounded to the nearest \$10,000,000. Calculations may not precisely match due to rounding.

d. Constant values discounted to FY 2009-2010 dollars at 6%.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.

**Table F-2b**  
**Tax Increment Projections**  
**BVHP Project Area B (Non-Candlestick Point)**  
**(In Nominal/Future Dollars)**

Plan Year	Beginning of the Year Assessed Value				Incremental Tax Revenues			Agency Obligations				Projected Use of Funds			
	Secured Assessed Value (1)	Other Assessed Value (2)	Total Beginning of Year Assessed Value (3)	New Development Value (4)	Beginning of Year Incremental AV over Base (5)	Basic Incremental Revenue (6)	Supplemental Revenue from New Development (7)	Gross Incremental Tax Revenues (8)	County Admin (9)	20% Housing Set Aside (10)	Additional TI for Housing (11)	Pass Through Payments (12)	Agency Admin (13)	Housing Redevelopment Program (14)	Non-Housing Redevelopment Program (15)
Base															
2005 - 2006	1,391,502,340	104,551,131	1,496,053,471	3,450,000	358,132,245	3,581,322	34,500	3,615,822	0	723,164	451,978	723,164	542,373	1,175,142	1,175,142
2009 - 2010	1,422,782,386	104,551,131	1,527,333,517	79,233,600	389,412,291	3,894,123	792,336	4,686,459	0	937,292	585,807	937,292	702,969	1,523,099	1,523,099
2010 - 2011	1,530,471,634	104,551,131	1,635,022,765	133,925,490	497,101,539	4,971,015	1,339,255	6,310,270	0	1,262,054	788,784	1,262,054	946,541	2,050,838	2,050,838
2011 - 2012	1,695,006,557	104,551,131	1,799,557,688	106,985,685	661,636,462	6,616,365	1,069,857	7,686,221	0	1,537,244	960,778	1,537,244	1,152,933	2,498,022	2,498,022
2013 - 2014	1,852,842,438	104,551,131	1,957,393,569	115,333,147	819,472,343	8,194,723	1,153,331	9,348,055	0	1,869,611	1,168,507	1,869,611	1,402,208	3,038,118	3,038,118
2014 - 2015	2,023,760,858	104,551,131	2,128,311,989	115,481,332	990,390,763	9,903,908	1,154,813	11,058,721	0	2,211,744	1,382,440	2,211,744	1,658,808	3,594,084	3,594,084
2015 - 2016	2,199,955,015	104,551,131	2,304,506,146	67,710,515	1,166,584,920	11,665,849	677,105	12,342,954	0	2,468,591	1,542,869	2,468,591	1,851,443	4,011,460	4,011,460
2016 - 2017	2,333,664,181	104,551,131	2,438,215,312	39,658,373	1,300,294,086	13,002,941	396,584	13,399,525	0	2,679,905	1,674,941	2,679,905	2,009,929	4,354,845	4,354,845
2017 - 2018	2,443,332,479	104,551,131	2,547,883,610	70,446,020	1,409,962,384	14,099,624	704,460	14,804,084	0	2,960,817	1,841,313	2,979,212	2,220,613	4,802,130	4,802,130
2018 - 2019	2,587,078,474	104,551,131	2,691,629,605	41,260,571	1,553,708,379	15,537,084	412,606	15,949,689	0	3,189,938	1,972,458	3,232,445	2,392,453	5,162,396	5,162,396
2019 - 2020	2,705,951,399	104,551,131	2,810,502,530	42,085,782	1,672,581,304	16,725,813	420,858	17,146,671	0	3,429,334	2,112,111	3,491,781	2,572,001	5,541,445	5,541,445
2020 - 2021	2,829,215,723	104,551,131	2,933,766,854	42,927,498	1,795,845,628	17,958,456	429,275	18,387,731	0	3,677,546	2,256,905	3,760,669	2,758,160	5,934,451	5,934,451
2021 - 2022	2,957,019,693	104,551,131	3,061,570,824	43,215,339	1,923,649,598	19,236,496	432,153	19,668,649	0	3,933,730	2,406,301	4,038,290	2,950,297	6,340,031	6,340,031
2022 - 2023	3,088,945,623	104,551,131	3,193,496,754	42,915,400	2,055,575,528	20,555,755	429,154	20,984,909	0	4,196,982	2,559,769	4,323,671	3,147,736	6,756,751	6,756,751
2023 - 2024	3,224,529,392	104,551,131	3,329,080,523	42,883,230	2,191,159,297	21,911,593	437,737	22,349,330	0	4,469,866	2,718,951	4,619,297	3,352,400	7,188,817	7,188,817
2024 - 2025	3,365,038,981	104,551,131	3,469,590,112	44,649,182	2,331,668,886	23,316,689	446,492	23,763,181	0	4,752,636	2,883,898	4,925,636	3,564,477	7,636,534	7,636,534
2025 - 2026	3,510,639,333	104,551,131	3,615,190,464	44,100,741	2,477,269,238	24,772,692	441,007	25,213,700	0	5,042,740	3,053,001	5,240,162	3,782,055	8,093,741	8,093,741
2026 - 2027	3,660,059,254	104,551,131	3,764,610,385	44,352,647	2,626,689,159	26,266,892	443,526	26,710,418	0	5,342,084	3,227,559	5,564,169	4,006,563	8,569,643	8,569,643
2027 - 2028	3,814,213,678	104,551,131	3,918,764,809	42,283,230	2,780,843,583	27,808,436	422,832	28,231,268	0	5,646,254	3,404,737	5,894,597	4,234,690	9,050,991	9,050,991
2028 - 2029	3,970,923,319	104,551,131	4,075,474,450	37,804,250	2,937,553,224	29,375,532	378,042	29,753,575	0	5,950,715	3,581,882	6,225,344	4,463,036	9,532,597	9,532,597
2029 - 2030	4,127,855,268	104,551,131	4,232,406,399	38,560,335	3,094,485,173	30,944,852	385,603	31,330,455	0	6,266,091	3,765,831	6,567,043	4,699,568	10,031,922	10,031,922
2030 - 2031	4,290,251,261	104,551,131	4,394,802,392	39,331,542	3,256,881,166	32,568,812	393,315	32,962,127	0	6,592,425	3,956,170	6,920,617	4,944,319	10,548,595	10,548,595
2031 - 2032	4,458,290,341	104,551,131	4,562,841,472	40,118,172	3,424,920,228	34,249,202	401,182	34,650,384	0	6,930,077	4,153,109	7,286,455	5,197,558	11,083,186	11,083,186
2032 - 2033	4,632,157,223	104,551,131	4,736,708,354	34,802,167	3,598,787,126	35,987,871	348,022	36,335,893	0	7,267,179	4,349,215	7,625,171	5,450,384	11,616,394	11,616,394
2033 - 2034	4,805,924,107	104,551,131	4,910,475,238	2,734,343	3,772,554,012	37,725,540	27,343	37,752,884	0	7,550,577	4,511,766	7,965,266	5,662,933	12,062,342	12,062,342
2034 - 2035	4,952,836,173	104,551,131	5,057,387,304	4,553,092	3,919,466,078	39,194,661	45,531	39,240,192	0	7,848,038	4,685,358	8,287,370	5,886,029	12,533,396	12,533,396
2035 - 2036	5,105,974,350	104,551,131	5,210,525,481	0	4,072,604,255	40,726,043	0	40,726,043	0	8,145,209	4,858,246	8,610,228	6,108,906	13,003,454	13,003,454
2036 - 2037	5,259,153,581	104,551,131	5,363,704,712	0	4,225,783,486	42,257,835	0	42,257,835	0	8,451,567	5,036,873	8,942,280	6,338,675	13,488,440	13,488,440
2037 - 2038	5,416,928,188	104,551,131	5,521,479,319	0	4,383,558,093	43,835,581	0	43,835,581	0	8,767,116	5,212,037	9,301,937	6,573,337	13,979,154	13,979,154
2038 - 2039	5,579,436,034	104,551,131	5,683,987,165	0	4,546,065,939	45,460,659	0	45,460,659	0	9,092,132	5,392,457	9,672,383	6,819,099	14,484,589	14,484,589
2039 - 2040	5,746,819,115	104,551,131	5,851,370,246	0	4,713,449,020	47,134,490	0	47,134,490	0	9,426,898	5,578,289	10,053,949	7,070,174	15,005,187	15,005,187
2040 - 2041	5,919,223,688	104,551,131	6,023,774,819	0	4,885,853,593	48,858,536	0	48,858,536	0	9,771,707	5,769,695	10,446,950	7,328,780	15,541,403	15,541,403
2041 - 2042	6,096,800,399	104,551,131	6,201,351,530	0	5,063,430,304	50,634,303	0	50,634,303	0	10,126,861	5,966,844	10,851,747	7,595,145	16,093,705	16,093,705
2042 - 2043	6,279,704,411	104,551,131	6,384,255,542	0	5,246,334,316	52,463,343	0	52,463,343	0	10,492,669	6,169,908	11,268,688	7,869,501	16,662,577	16,662,577
2043 - 2044	6,468,095,543	104,551,131	6,572,646,674	0	5,434,725,448	54,347,254	0	54,347,254	0	10,869,451	6,379,063	11,698,138	8,152,088	17,248,514	17,248,514
2044 - 2045	6,662,138,410	104,551,131	6,766,689,541	0	5,628,768,315	56,287,683	0	56,287,683	0	11,257,537	6,594,494	12,404,470	8,443,152	17,852,030	17,852,030
2045 - 2046	6,862,002,562	104,551,131	6,966,553,693	0	5,828,632,467	58,286,325	0	58,286,325	0	11,657,265	6,816,387	12,596,073	8,742,949	18,473,652	18,473,652
2046 - 2047	7,067,862,639	104,551,131	7,172,413,770	0	6,034,492,544	60,344,925	0	60,344,925	0	12,068,985	7,044,936	13,065,344	9,051,739	19,113,921	19,113,921
2047 - 2048	7,279,898,543	104,551,131	7,384,449,649	0	6,246,528,423	62,465,284	0	62,465,284	0	12,493,057	7,280,343	13,548,693	9,369,793	19,773,400	19,773,400
2048 - 2049	7,498,295,473	104,551,131	7,602,846,604	0	6,464,925,378	64,649,254	0	64,649,254	0	12,929,851	7,522,811	14,046,542	9,697,388	20,452,662	20,452,662
2049 - 2050	7,723,244,338	104,551,131	7,827,795,469	0	6,689,874,243	66,898,742	0	66,898,742	0	13,379,748	7,772,554	14,539,327	10,034,811	21,152,302	21,152,302
2050 - 2051	7,954,941,668	104,551,131	8,059,492,799	0	6,921,571,573	69,215,716	0	69,215,716	0	13,843,143	8,029,789	15,087,495	10,382,357	21,872,932	21,872,932
Total			1,361,692,160			1,393,932,221	13,616,922	1,407,549,142	0	281,509,828	167,421,063	298,554,988	211,132,371	448,930,891	448,930,891
Present Value*						340,747,416	8,400,129	349,147,546	0	69,829,509	42,104,133	72,908,129	52,372,132	111,933,642	111,933,642

Notes for each column included on next page.

a. Discounted to constant FY 2009-2010 dollars at 6%.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.



**Notes on Table F-2b**

- (1) Includes prior year's new development value plus non-new development value escalated at 2% through 2012 and 3% through 2051 thereafter.
- (2) Includes unsecured and state assessed value. Escalated at 0% from prior year.
- (3) Sum of columns (1) and (2).
- (4) New development based on absorption schedule - see Table F-2c.
- (5) Total beginning of the year assessed value (column 3) less base year assessed value.
- (6) Equals 1% of beginning of year incremental AV over base value (column 5).
- (7) Equals 1% of assessments on new development during the year (column 4).
- (8) Sum of columns (6) and (7). Also equals Gross Tax Increment to Agency.
- (9) Assumed to equal 0% of gross tax increment as the County does not currently charge a fee.
- (10) CRL mandated housing set aside.
- (11) Per City of San Francisco policy, equals additional amount such that 50% of all tax increment available for the redevelopment program is allocated for housing.
- (12) AB 1290 statutory pass through payments starting from the first year of tax increment collection. Assumes City's Tier 1 pass through. Assumes City's Tier 2 and 3 pass throughs are retained by the Agency.
- (13) Assumed to equal 15% of gross tax increment.
- (14) Total tax increment available for housing-related redevelopment activities.
- (15) Total tax increment available for non-housing related redevelopment activities.

**Table F-2c**  
**New Development Roll Value Schedule\***  
**BVHP Project Area B (Non-Candlestick Point)**

Plan Year	Fiscal Year	Residential Market Rate For Sale		Residential Affordable For Sale		Residential Rental (Taxable) <sup>b</sup>		Commercial Third Street Retail		Commercial Bayside Retail		Commercial Office		Light Industrial		Industrial		Total		Grand Total	
		Units	Assessed Value (\$485,000/unit)	Units	Assessed Value (\$150,000/unit)	Units	Assessed Value (\$185,000/unit)	Square Feet	Assessed Value (\$300/SF)	Square Feet	Assessed Value (\$230/SF)	Square Feet	Assessed Value (\$220/SF)	Square Feet	Assessed Value (\$170/SF)	Residential	Non-Res	Assessed Value Constant \$	Assessed Value	Assessed Value	Future \$ <sup>c</sup>
Base	2005 - 2006																				
4	2009 - 2010	18	2,700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,700,000	750,000	3,450,000
5	2010 - 2011	171	25,650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73,180,000	4,500,000	77,680,000
6	2011 - 2012	199	96,515,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96,515,000	32,210,000	128,725,000
7	2012 - 2013	199	96,515,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96,515,000	4,300,000	100,815,000
8	2013 - 2014	200	97,000,000	35	5,250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	102,250,000	4,300,000	106,550,000
9	2014 - 2015	167	80,995,000	29	4,350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	85,345,000	19,250,000	104,595,000
10	2015 - 2016	100	2,700,000	18	2,700,000	25	4,625,000	65,000	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	55,825,000	4,300,000	60,125,000	
11	2016 - 2017	50	24,250,000	9	1,350,000	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	30,225,000	4,300,000	34,525,000	
12	2017 - 2018	100	48,500,000	18	2,700,000	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	55,825,000	4,300,000	60,125,000	
13	2018 - 2019	50	24,250,000	9	1,350,000	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	30,225,000	4,300,000	34,525,000	
14	2019 - 2020	50	24,250,000	9	1,350,000	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	30,225,000	4,300,000	34,525,000	
15	2020 - 2021	50	24,250,000	9	1,350,000	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	30,225,000	4,300,000	34,525,000	
16	2021 - 2022	50	24,250,000	6	900,000	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	29,775,000	4,300,000	34,075,000	
17	2022 - 2023	50	24,250,000	0	0	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	28,875,000	4,300,000	33,175,000	
18	2023 - 2024	50	24,250,000	0	0	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	28,875,000	4,300,000	33,175,000	
19	2024 - 2025	50	24,250,000	0	0	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	28,875,000	4,300,000	33,175,000	
20	2025 - 2026	50	24,250,000	0	0	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	28,875,000	4,300,000	33,175,000	
21	2026 - 2027	50	24,250,000	0	0	25	4,625,000	0	1,500,000	5,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	28,875,000	4,300,000	33,175,000	
22	2027 - 2028	50	24,250,000	0	0	15	2,775,000	0	880,000	4,000	880,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	27,025,000	2,580,000	29,605,000	
23	2028 - 2029	50	24,250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,250,000	1,700,000	25,950,000	
24	2029 - 2030	50	24,250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,250,000	1,700,000	25,950,000	
25	2030 - 2031	50	24,250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,250,000	1,700,000	25,950,000	
26	2031 - 2032	50	24,250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,250,000	1,700,000	25,950,000	
27	2032 - 2033	42	20,370,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,370,000	1,700,000	22,070,000	
28	2033 - 2034	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	1,700,000	3,400,000
29	2034 - 2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,775,250	2,775,250	5,550,500
30	2035 - 2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	2036 - 2037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	2037 - 2038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	2038 - 2039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	2039 - 2040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	2040 - 2041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	2041 - 2042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	2042 - 2043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	2043 - 2044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	2044 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	2045 - 2046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	2046 - 2047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	2047 - 2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	2048 - 2049	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	2049 - 2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	2050 - 2051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		<b>1,855</b>	<b>899,675,000</b>	<b>331</b>	<b>49,650,000</b>	<b>315</b>	<b>58,275,000</b>	<b>172,000</b>	<b>30,000,000</b>	<b>84,000</b>	<b>39,560,000</b>	<b>18,480,000</b>	<b>18,480,000</b>	<b>41,875,250</b>	<b>1,007,600,000</b>	<b>129,915,250</b>	<b>1,137,515,250</b>	<b>1,137,515,250</b>	<b>1,361,692,160</b>		

a. Units or square footage counted in year construction is completed or property is reassessed. If assessment delay is expected, this schedule reflects the expected delay.

b. Includes market rate and 15% a affordable rental units.

c. Future value based on FY 2009/10 values escalated annually at 2%.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.

**Table F-2d**  
**Pass Through Payments to Affected Taxing Entities**  
**BVHP Project Area B (Non-Candlestick Point)**  
**(In Nominal/Future Dollars)**

**Unadjusted Levies**

Plan Year	Fiscal Year	City General Fund[a] Levy: 90.02%	SF Community College District Levy: 1.44%	SF Unified School District Levy: 7.70%	Bay Area Air Quality Management District Levy: 0.21%	Bay Area Rapid Transit Levy: 0.63%	Total Pass-Throughs
Base	2005 - 2006						
4	2009 - 2010	650,961	10,446	55,675	1,508	4,574	723,164
5	2010 - 2011	843,709	13,538	72,161	1,955	5,929	937,292
6	2011 - 2012	1,136,046	18,229	97,164	2,632	7,983	1,262,054
7	2012 - 2013	1,383,761	22,204	118,350	3,206	9,724	1,537,244
8	2013 - 2014	1,682,943	27,005	143,939	3,899	11,826	1,869,611
9	2014 - 2015	1,990,916	31,947	170,279	4,612	13,990	2,211,744
10	2015 - 2016	2,222,118	35,657	190,053	5,148	15,615	2,468,591
11	2016 - 2017	2,412,334	38,709	206,322	5,589	16,951	2,679,905
12	2017 - 2018	2,665,199	45,428	242,134	6,559	19,893	2,979,212
13	2018 - 2019	2,871,443	52,226	278,366	7,540	22,870	3,232,445
14	2019 - 2020	3,086,938	58,568	312,171	8,456	25,648	3,491,781
15	2020 - 2021	3,310,367	65,144	347,224	9,405	28,527	3,760,669
16	2021 - 2022	3,540,973	71,946	383,478	10,387	31,506	4,038,290
17	2022 - 2023	3,777,941	78,950	420,808	11,398	34,573	4,323,671
18	2023 - 2024	4,023,579	86,182	459,354	12,443	37,740	4,619,297
19	2024 - 2025	4,278,117	93,676	499,297	13,524	41,022	4,925,636
20	2025 - 2026	4,539,255	101,399	540,464	14,640	44,404	5,240,162
21	2026 - 2027	4,808,711	109,349	582,836	15,787	47,885	5,564,569
22	2027 - 2028	5,082,512	117,483	626,192	16,962	51,447	5,894,597
23	2028 - 2029	5,356,575	125,684	669,901	18,146	55,038	6,225,344
24	2029 - 2030	5,640,463	134,047	714,479	19,353	58,701	6,567,043
25	2030 - 2031	5,934,215	142,702	760,608	20,603	62,491	6,920,617
26	2031 - 2032	6,238,154	151,656	808,338	21,895	66,412	7,286,455
27	2032 - 2033	6,541,598	160,745	856,779	23,208	70,392	7,652,721
28	2033 - 2034	6,796,701	169,055	901,072	24,407	74,031	7,965,266
29	2034 - 2035	7,064,463	176,916	942,975	25,542	77,474	8,287,370
30	2035 - 2036	7,331,963	184,925	985,661	26,699	80,981	8,610,228
31	2036 - 2037	7,607,733	193,067	1,029,059	27,874	84,546	8,942,280
32	2037 - 2038	7,891,777	204,006	1,087,364	29,453	89,336	9,301,937
33	2038 - 2039	8,184,342	215,273	1,147,418	31,080	94,270	9,672,383
34	2039 - 2040	8,485,684	226,878	1,209,274	32,756	99,352	10,053,943
35	2040 - 2041	8,796,066	238,831	1,272,985	34,481	104,587	10,446,950
36	2041 - 2042	9,115,760	251,143	1,338,607	36,259	109,978	10,851,747
37	2042 - 2043	9,445,044	263,824	1,406,199	38,090	115,531	11,268,688
38	2043 - 2044	9,784,207	276,886	1,475,818	39,975	121,251	11,698,138
39	2044 - 2045	10,133,545	290,339	1,547,525	41,918	127,143	12,140,470
40	2045 - 2046	10,493,363	304,196	1,621,384	43,918	133,211	12,596,073
41	2046 - 2047	10,863,976	318,469	1,697,459	45,979	139,461	13,065,344
42	2047 - 2048	11,245,707	333,170	1,775,816	48,102	145,899	13,548,693
43	2048 - 2049	11,638,890	348,312	1,856,523	50,288	152,530	14,046,542
44	2049 - 2050	12,043,868	363,908	1,939,652	52,539	159,359	14,559,327
45	2050 - 2051	12,460,996	379,972	2,025,275	54,859	166,394	15,087,495
<b>Total</b>		<b>253,402,913</b>	<b>6,532,090</b>	<b>34,816,439</b>	<b>943,073</b>	<b>2,860,473</b>	<b>298,554,988</b>

a. The City General Fund receives a Tier 1 pass through only. Its share of Tiers 2 and 3 are assumed to be retained by the Agency.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.



**Table F-3a**  
**Summary of Tax Increment Projections**  
**BVHP Candlestick Point Activity Node**

<b>Project Area Information</b>	
Base Year	FY 2005 - 2006
Time Limit on TI Collection	FY 2050 - 2051
Base Year AV <sup>a</sup>	27,307,419
FY 2009 - 2010 AV <sup>b</sup>	29,558,428
<b>Tax Increment (TI) Projections<sup>c</sup></b>	
<i>Nominal (Future) Dollars</i>	
Incremental Tax Revenues	3,080,000,000
Less: County Admin Fee	<u>0</u>
Subtotal: TI Remitted to Agency	3,080,000,000
<b>Agency Obligations:</b>	
Less: 20% Housing Set Aside	(620,000,000)
Less: Pass Through Payments	<u>(670,000,000)</u>
Subtotal: TI Available for Non-Housing Program	1,790,000,000
<b>Projected Use of Funds:<sup>d</sup></b>	
Housing Redevelopment Program	620,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	<i>130,000,000</i>
Non-Housing Redevelopment Program	1,790,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	<i>370,000,000</i>
Total Redevelopment Program	2,410,000,000
<i>In Constant FY 2009 - 2010 Dollars</i>	<i>500,000,000</i>

- a. Estimate based on Candlestick Stadium AV for FY 2008/09, discounted by 2% per year to estimate base value of Candlestick Point in FY 2005/06.
- b. Estimate based on FY 2008/09 AV for Candlestick Stadium, escalated by 2%.
- c. Figures rounded to the nearest \$10,000,000. Calculations may not precisely match due to rounding.
- d. Constant values discounted to FY 2009-2010 dollars at 6%.

Source: San Francisco Redevelopment Agency, Lennar Corporation, Seifel Consulting Inc.

**Table F-3b  
Tax Incremental Projections  
BVHP Candlestick Point Activity Node  
(In Nominal/Future Dollars)**

Plan Year	Fiscal Year	Incremental Tax Revenues				Agency Obligations				20% Housing Set Aside (10)	Pass Through Payments (11)	Housing Redevelopment Program (12)	Non-Housing Redevelopment Program (13)
		Beginning of the Year Assessed Value (1)	Total Beginning of Year Assessed Value (2)	Adjustment for Stadium Demolition (3)	New Development Value (4)	Beginning of Year Incremental AV over Base (5)	Basic Incremental Revenue (6)	Supplemental Revenue from New Development (7)	Gross Incremental Tax Revenues (8)				
Base	2005 - 2006		27,307,419										
4	2009 - 2010	5,414,199	29,558,428	0	0	2,251,009	22,510	0	0	4,502	4,502	4,502	13,506
5	2010 - 2011	5,522,483	29,666,712	0	0	2,359,293	23,593	0	0	4,719	4,719	4,719	14,156
6	2011 - 2012	5,632,932	29,777,162	0	0	2,469,743	24,697	0	0	4,939	4,939	4,939	14,818
7	2012 - 2013	5,745,591	29,889,820	0	0	2,582,401	25,824	0	0	5,165	5,165	5,165	15,494
8	2013 - 2014	5,860,503	30,004,732	0	0	2,697,313	26,973	0	0	5,395	5,395	5,395	16,184
9	2014 - 2015	5,977,713	30,121,942	0	0	2,814,523	28,145	0	0	5,629	5,629	5,629	16,887
10	2015 - 2016	6,097,267	30,241,496	15,438,231	15,438,231	2,934,077	29,341	154,382	183,723	36,745	36,745	36,745	110,234
11	2016 - 2017	6,217,444	11,848,330	18,150,845	18,150,845	(15,459,089)	29,341	181,508	26,918	5,384	5,384	5,384	16,151
12	2017 - 2018	40,241,438	30,432,324	0	125,228,008	3,124,905	31,249	1,252,280	1,283,529	256,706	256,706	256,706	767,000
13	2018 - 2019	166,274,275	156,465,161	0	387,016,037	1,291,577	3,870,160	5,161,738	5,161,738	1,032,348	1,032,348	1,032,348	3,072,785
14	2019 - 2020	556,615,797	546,806,683	0	257,885,651	5,194,993	2,578,857	7,773,849	7,773,849	1,644,502	1,644,502	1,644,502	4,574,577
15	2020 - 2021	831,199,922	821,390,808	0	1,278,681,135	7,940,834	12,786,811	20,727,645	20,727,645	4,281,319	4,281,319	4,281,319	12,300,797
16	2021 - 2022	2,134,817,055	2,125,007,941	0	776,997,353	20,977,005	7,769,974	28,746,979	28,746,979	6,103,851	6,103,851	6,103,851	16,893,732
17	2022 - 2023	2,975,858,920	2,966,049,806	0	582,010,496	29,387,424	5,820,105	35,207,529	35,207,529	7,041,506	7,041,506	7,041,506	20,628,988
18	2023 - 2024	3,647,145,183	3,637,336,069	0	1,048,722,379	36,100,287	10,487,224	46,587,510	46,587,510	9,317,502	9,317,502	9,317,502	27,344,378
19	2024 - 2025	4,805,281,918	4,795,472,804	0	755,497,918	47,681,654	7,554,979	55,236,633	55,236,633	11,047,327	11,047,327	11,047,327	32,339,589
20	2025 - 2026	5,704,938,293	5,695,129,180	0	991,395,263	5,667,821,761	9,913,953	66,592,170	66,592,170	14,271,731	14,271,731	14,271,731	39,002,006
21	2026 - 2027	6,867,481,705	6,857,672,591	0	567,297,384	6,830,365,172	5,672,974	73,976,626	73,976,626	14,795,325	14,795,325	14,795,325	43,237,677
22	2027 - 2028	7,640,803,540	7,630,994,426	0	336,825,671	7,603,687,007	3,368,257	79,405,127	79,405,127	17,159,038	17,159,038	17,159,038	46,365,063
23	2028 - 2029	8,206,853,318	8,197,044,204	0	0	8,169,736,785	81,697,368	81,697,368	81,697,368	16,339,474	16,339,474	16,339,474	47,645,460
24	2029 - 2030	8,453,058,917	8,443,249,803	0	0	8,415,942,384	84,159,424	84,159,424	84,159,424	16,831,885	16,831,885	16,831,885	49,081,396
25	2030 - 2031	8,706,650,685	8,696,841,571	0	0	8,669,534,152	86,695,342	86,695,342	86,695,342	17,339,068	17,339,068	17,339,068	50,560,410
26	2031 - 2032	8,967,850,205	8,958,041,091	0	0	8,930,733,672	89,307,337	89,307,337	89,307,337	17,861,467	17,861,467	17,861,467	52,083,794
27	2032 - 2033	9,236,885,712	9,227,076,598	0	0	9,199,769,179	91,997,692	91,997,692	91,997,692	18,399,538	18,399,538	18,399,538	53,652,880
28	2033 - 2034	9,513,992,283	9,504,183,169	0	0	9,476,875,750	94,768,757	94,768,757	94,768,757	18,933,751	18,933,751	18,933,751	55,269,039
29	2034 - 2035	9,799,412,051	9,789,602,937	0	0	9,762,295,518	97,622,955	97,622,955	97,622,955	19,524,591	19,524,591	19,524,591	56,933,682
30	2035 - 2036	10,093,394,413	10,083,585,299	0	0	10,056,277,880	100,562,779	100,562,779	100,562,779	20,112,556	20,112,556	20,112,556	58,648,264
31	2036 - 2037	10,396,196,245	10,386,387,131	0	0	10,359,079,712	103,590,797	103,590,797	103,590,797	20,718,159	20,718,159	20,718,159	60,414,284
32	2037 - 2038	10,708,082,133	10,698,273,019	0	0	10,670,965,600	106,709,656	106,709,656	106,709,656	21,341,931	21,341,931	21,341,931	62,198,408
33	2038 - 2039	11,029,324,597	11,019,515,483	0	0	10,992,028,064	109,922,081	109,922,081	109,922,081	21,984,416	21,984,416	21,984,416	64,036,056
34	2039 - 2040	11,360,204,335	11,350,395,221	0	0	11,323,087,802	113,230,878	113,230,878	113,230,878	22,646,176	22,646,176	22,646,176	65,928,833
35	2040 - 2041	11,701,010,465	11,691,201,351	0	0	11,663,893,932	116,638,939	116,638,939	116,638,939	23,327,788	23,327,788	23,327,788	67,878,393
36	2041 - 2042	12,052,040,779	12,042,231,665	0	0	12,014,924,246	120,149,242	120,149,242	120,149,242	24,029,848	24,029,848	24,029,848	69,886,441
37	2042 - 2043	12,413,602,002	12,403,792,888	0	0	12,376,485,469	123,764,855	123,764,855	123,764,855	24,752,971	24,752,971	24,752,971	71,954,729
38	2043 - 2044	12,786,010,062	12,776,200,948	0	0	12,748,893,529	127,488,935	127,488,935	127,488,935	25,497,787	25,497,787	25,497,787	74,085,627
39	2044 - 2045	13,169,590,364	13,159,781,250	0	0	13,132,473,831	131,324,738	131,324,738	131,324,738	26,264,948	26,264,948	26,264,948	76,279,314
40	2045 - 2046	13,564,678,075	13,554,868,961	0	0	13,527,561,542	135,275,615	135,275,615	135,275,615	27,055,123	27,055,123	27,055,123	78,539,389
41	2046 - 2047	13,971,618,417	13,961,809,303	0	0	13,934,501,884	139,345,019	139,345,019	139,345,019	27,869,004	27,869,004	27,869,004	80,867,266
42	2047 - 2048	14,390,766,969	14,380,957,855	0	0	14,353,650,457	143,536,504	143,536,504	143,536,504	28,707,501	28,707,501	28,707,501	83,264,980
43	2048 - 2049	14,822,489,979	14,812,680,865	0	0	14,785,373,446	147,853,734	147,853,734	147,853,734	29,570,747	29,570,747	29,570,747	85,734,624
44	2049 - 2050	15,267,164,678	15,257,355,564	0	0	15,230,048,145	152,300,481	152,300,481	152,300,481	30,460,026	30,460,026	30,460,026	88,278,359
45	2050 - 2051	15,725,179,618	15,715,370,504	0	0	15,688,063,085	156,880,631	156,880,631	156,880,631	31,376,126	31,376,126	31,376,126	90,898,405
Total				(33,953,343)	7,141,146,372	3,004,474,015	71,411,464	3,075,885,479	3,075,885,479	615,177,096	615,177,096	615,177,096	1,790,865,496
Present Value <sup>a</sup>						603,916,207	33,052,386	636,968,593	636,968,593	127,393,719	127,393,719	127,393,719	371,528,579

Notes for each column included on next page.  
a. Discounted to constant FY 2009-2010 dollars at 6%.

Source: San Francisco Redevelopment Agency, Lemar Corporation, Seifel Consulting Inc.

**Notes on Table F-3b**

- (1) Includes prior year's new development value plus prior year's beginning of year assessed value escalated at 2% annually due to inflation and an additional 1% starting FY 2019/20 to reflect reassessments due to property turnover and establishment of master planned community.
- (2) Includes secured, unsecured and state assessed value adjusted for stadium demolition.
- (3) Candlesstick Stadium demolition is anticipated to occur one year prior to the opening of the new stadium in Hunters Point Shipyard. Stadium demolition value determined based on FY 2005/06 estimated value escalated by 2% to year of demolition.
- (4) Based on new development roll value schedule - see Table F-3c.
- (5) Total beginning of the year assessed value (column 2) less estimated base year assessed value of \$27,307,419.
- (6) Equals 1% of beginning of year incremental AV over base value (column 5).
- (7) Equals 1% of the new development supplemental roll value assessed during the year (column 4).
- (8) Sum of columns (6) and (7). Also equals Gross Tax Increment to Agency.
- (9) Assumed to equal 0% of gross tax increment as the County does not currently charge a fee.
- (10) CRL mandated housing set aside.
- (11) AB 1290 statutory pass through payments starting from the first year of tax increment collection. Assumes City takes Tier 1 pass through. Assumes City's Tier 2 and 3 pass throughs are retained by the Agency.
- (12) Total tax increment available for housing-related redevelopment activities.
- (13) Total tax increment available for non-housing related redevelopment activities.



**Table F-3c  
New Development Roll Value Schedule<sup>a</sup>  
BVHP Candlestick Point Activity Node**

Plan Year	Fiscal Year	Residential		Non-Residential		Total
		Vertical Development (Units) <sup>b</sup>	Future \$ Incremental Assessed Value <sup>c</sup>	Vertical Development (Square Feet) <sup>b</sup>	Future \$ Incremental Assessed Value <sup>c</sup>	Future \$ Incremental Assessed Value <sup>c</sup>
Base	2005 - 2006					
4	2009 - 2010	0	0	0	0	0
5	2010 - 2011	0	0	0	0	0
6	2011 - 2012	0	0	0	0	0
7	2012 - 2013	0	0	0	0	0
8	2013 - 2014	0	0	0	0	0
9	2014 - 2015	0	0	0	0	0
10	2015 - 2016	0	15,438,231	0	0	15,438,231
11	2016 - 2017	0	18,150,845	0	0	18,150,845
12	2017 - 2018	161	125,228,008	0	0	125,228,008
13	2018 - 2019	200	297,756,074	0	89,259,963	387,016,037
14	2019 - 2020	261	255,592,496	0	2,293,155	257,885,651
15	2020 - 2021	1,148	862,977,214	976,600	415,703,921	1,278,681,135
16	2021 - 2022	777	769,535,757	18,050	7,461,596	776,997,353
17	2022 - 2023	780	577,297,909	11,400	4,712,587	582,010,496
18	2023 - 2024	946	1,044,920,568	0	3,801,810	1,048,722,379
19	2024 - 2025	647	753,868,571	0	1,629,347	755,497,918
20	2025 - 2026	860	979,024,722	29,925	12,370,541	991,395,263
21	2026 - 2027	545	561,995,724	12,825	5,301,660	567,297,384
22	2027 - 2028	289	336,825,671	0	0	336,825,671
23	2028 - 2029	0	0	0	0	0
24	2029 - 2030	0	0	0	0	0
25	2030 - 2031	0	0	0	0	0
26	2031 - 2032	0	0	0	0	0
27	2032 - 2033	0	0	0	0	0
28	2033 - 2034	0	0	0	0	0
29	2034 - 2035	0	0	0	0	0
30	2035 - 2036	0	0	0	0	0
31	2036 - 2037	0	0	0	0	0
32	2037 - 2038	0	0	0	0	0
33	2038 - 2039	0	0	0	0	0
34	2039 - 2040	0	0	0	0	0
35	2040 - 2041	0	0	0	0	0
36	2041 - 2042	0	0	0	0	0
37	2042 - 2043	0	0	0	0	0
38	2043 - 2044	0	0	0	0	0
39	2044 - 2045	0	0	0	0	0
40	2045 - 2046	0	0	0	0	0
41	2046 - 2047	0	0	0	0	0
42	2047 - 2048	0	0	0	0	0
43	2048 - 2049	0	0	0	0	0
44	2049 - 2050	0	0	0	0	0
45	2050 - 2051	0	0	0	0	0
	<b>Total</b>	<b>6,614</b>	<b>6,598,611,791</b>	<b>1,048,800</b>	<b>542,534,581</b>	<b>7,141,146,372</b>

- a. Assessment is assumed to occur one year after construction of residential and non-residential development is complete.
- b. Phasing reflects the year during which vertical development comes on the assessor's roll.
- c. Includes land and vertical development incremental assessed values with the exception of the public housing replacement units at Alice Griffith and the non-profit affordable units which are assumed to have no incremental value. Land development is assumed to be assessed two years prior to vertical development, and one year after land is sold.

Source: San Francisco Redevelopment Agency, Lennar Corporation, Seifel Consulting Inc.

**Table F-3d**  
**Pass Through Payments to Affected Taxing Entities**  
**BVHP Candlestick Point Activity Node**  
**(In Nominal/Future Dollars)**

Unadjusted Levies

Plan Year	Fiscal Year	City General Fund[a] Levy: 90.02%	SF Community College District Levy: 1.44%	SF Unified School District Levy: 7.70%	Bay Area Air Quality Management District Levy: 0.21%	Bay Area Rapid Transit Levy: 0.63%	Total Pass-Throughs
Base	2005 - 2006						
4	2009 - 2010	4,053	65	347	9	28	4,502
5	2010 - 2011	4,247	68	363	10	30	4,719
6	2011 - 2012	4,446	71	380	10	31	4,939
7	2012 - 2013	4,649	75	398	11	33	5,165
8	2013 - 2014	4,856	78	415	11	34	5,395
9	2014 - 2015	5,067	81	433	12	36	5,629
10	2015 - 2016	33,076	531	2,829	77	232	36,745
11	2016 - 2017	4,846	78	414	11	34	5,384
12	2017 - 2018	231,075	4,159	22,167	600	1,821	259,823
13	2018 - 2019	929,274	18,421	98,184	2,660	8,067	1,056,605
14	2019 - 2020	1,399,536	35,439	188,891	5,117	15,519	1,644,502
15	2020 - 2021	3,731,625	79,524	423,865	11,481	34,824	4,281,319
16	2021 - 2022	5,175,356	134,324	715,956	19,393	58,822	6,103,851
17	2022 - 2023	6,338,457	173,397	924,214	25,034	75,932	7,537,035
18	2023 - 2024	8,387,210	222,561	1,186,265	32,132	97,462	9,925,631
19	2024 - 2025	9,944,323	275,651	1,469,236	39,797	120,710	11,849,717
20	2025 - 2026	11,988,676	330,287	1,760,447	47,685	144,636	14,271,731
21	2026 - 2027	13,318,109	379,830	2,024,515	54,838	166,332	15,943,623
22	2027 - 2028	14,295,409	414,277	2,208,124	59,811	181,417	17,159,038
23	2028 - 2029	14,708,084	434,635	2,316,632	62,751	190,331	17,712,434
24	2029 - 2030	15,151,331	447,722	2,386,387	64,640	196,062	18,246,143
25	2030 - 2031	15,607,876	461,202	2,458,234	66,586	201,965	18,795,863
26	2031 - 2032	16,078,117	475,086	2,532,237	68,591	208,045	19,362,075
27	2032 - 2033	16,562,465	489,386	2,608,459	70,655	214,308	19,945,273
28	2033 - 2034	17,061,343	504,116	2,686,968	72,782	220,758	20,545,967
29	2034 - 2035	17,575,188	519,287	2,767,833	74,972	227,402	21,164,682
30	2035 - 2036	18,104,449	534,914	2,851,123	77,228	234,245	21,801,959
31	2036 - 2037	18,649,587	551,009	2,936,913	79,552	241,293	22,458,354
32	2037 - 2038	19,211,079	572,633	3,052,169	82,674	250,762	23,169,317
33	2038 - 2039	19,789,416	594,905	3,170,882	85,890	260,516	23,901,609
34	2039 - 2040	20,385,103	617,846	3,293,157	89,202	270,561	24,655,869
35	2040 - 2041	20,998,661	641,475	3,419,100	92,613	280,909	25,432,758
36	2041 - 2042	21,630,625	665,813	3,548,822	96,127	291,567	26,232,953
37	2042 - 2043	22,281,549	690,881	3,682,435	99,746	302,544	27,057,154
38	2043 - 2044	22,952,000	716,700	3,820,057	103,474	313,851	27,906,082
39	2044 - 2045	23,642,564	743,295	3,961,807	107,313	325,497	28,780,477
40	2045 - 2046	24,353,846	770,687	4,107,810	111,268	337,492	29,681,103
41	2046 - 2047	25,086,466	798,901	4,258,192	115,342	349,848	30,608,749
42	2047 - 2048	25,841,065	827,962	4,413,087	119,537	362,573	31,564,224
43	2048 - 2049	26,618,301	857,894	4,572,628	123,859	375,681	32,548,363
44	2049 - 2050	27,418,855	888,724	4,736,955	128,310	389,182	33,562,027
45	2050 - 2051	28,243,425	920,480	4,906,212	132,895	403,088	34,606,100
	<b>Total</b>	<b>553,755,686</b>	<b>16,794,470</b>	<b>89,515,543</b>	<b>2,424,708</b>	<b>7,354,480</b>	<b>669,844,887</b>

a. The City General Fund receives a Tier 1 pass through only. Its share of Tiers 2 and 3 are assumed to be retained by the Agency.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.

**Appendix G:**  
**Bonded Indebtedness Limit Calculation**



## Bonded Indebtedness Limit Calculation

The Plan Amendment proposes to increase the current limit on outstanding bonded indebtedness in Project Area B from \$400 million to \$1.2 billion so that the Agency can invest in key projects in the Candlestick Point Activity Node related to the Candlestick Point–Hunters Point Shipyard Phase 2 Development Project (CP–HPS 2 Project) that would otherwise be financially infeasible.

Three different methods were used to analyze the bonding capacity of Candlestick Point based on future tax increment generation from FY 2009/10 through the life of the Redevelopment Plan. (See Appendix F for the supporting tax increment projection tables.) Each method applies a “contingency factor” to provide a reasonable estimate of bond proceeds in the event that the total cost of the Redevelopment Program pertaining to Candlestick Point exceeds the cost estimates in Chapter IV or if bond interest rates are higher than anticipated.

Based on these calculations, the Agency estimates that the bonded debt required to complete its Redevelopment Program for Candlestick Point is approximately \$800 million. As such, the Agency proposes to increase the current limit on outstanding bonded indebtedness in Project Area B from \$400 million to \$1.2 billion to accommodate the projected redevelopment needs of Candlestick Point.

The three calculation methods are presented below:

### Method 1

The first method assumes a 1.25 debt coverage requirement and a 6.0 percent average interest rate for a 25-year taxable bond issue for the future bond principal amount. Method 1 reflects one reasonable methodology for estimating the bond amount that could be issued and would be needed to fund the portions of the Redevelopment Program pertaining to Candlestick Point as proposed in Chapter IV.

**Table G-1  
Method 1 Calculation  
Candlestick Point Bonded Indebtedness Limit**

<b>Method 1 - Bonding Capacity</b>		
Average Annual Future Gross TI (net of pass-throughs) <sup>a</sup>		\$57,300,000
Debt Coverage		1.25
Payment		\$45,800,000
Number of Periods		25
Interest rate		6.0%
<b>Future Bond Principal Amount</b>		<b>\$586,000,000</b>
Estimated Principal of Outstanding Bonded Indebtedness		\$0
<b>Subtotal</b>		<b>\$586,000,000</b>
Contingency Factor		1.25
<b>Total Future Bond Principal Amount</b>		<b>\$732,500,000</b>
a. Gross tax increment and pass-through payment estimates are based on the TI projections in Appendix F.		

## Method 2

Method 2 assumes the bonding capacity as the total net tax increment available for the Agency's Housing and Non-Housing Redevelopment Programs in constant FY 2009/10 dollars. Because the constant FY 2009/10 dollar value of total tax increment available for the programs has been calculated using a 6 percent discount rate to estimate the bonding cost (interest, issuance costs, etc.), this method is another way to estimate the bond proceeds needed to fund the portions of the Redevelopment Program pertaining to Candlestick Point as proposed in Chapter IV.

**Table G-2**  
**Method 2 Calculation**  
**Candlestick Point Bonded Indebtedness Limit**

<b>Method 2 - Present Value of Tax Increment</b>		
Tax Increment Available for Housing Redevelopment Program		\$130,000,000
Tax Increment Available for Non-Housing Redevelopment Program		\$370,000,000
Estimated Principal of Outstanding Bonded Indebtedness		\$0
<b>Subtotal</b>		<b>\$500,000,000</b>
Contingency Factor		1.25
<b>Total Future Bond Principal Amount</b>		<b>\$625,000,000</b>

## Method 3

Method 3 assumes the bonding capacity to be one-third of the total future tax increment and tax increment collected through FY 2008/09 (net of pass-through payments), in line with industry standards. This method applies an industry standard rule of thumb for converting the nominal value of tax increment flow into an estimate of bonding capacity and bonding need to fund the portions of the Redevelopment Program pertaining to Candlestick Point as proposed in Chapter IV.

**Table G-3**  
**Method 3 Calculation**  
**Candlestick Point Bonded Indebtedness Limit**

<b>Method 3 - Tax Increment in Nominal Dollars</b>		
Future Tax Increment (net of pass-throughs) <sup>a</sup>		\$2,410,000,000
Tax Increment Collected Through FY 2008/09 (net of pass-throughs) <sup>a</sup>		\$0
<b>Subtotal</b>		<b>\$2,410,000,000</b>
Divide by Three		3
<b>Subtotal</b>		<b>\$803,300,000</b>
Contingency Factor		1.25
<b>Total Future Bond Principal Amount</b>		<b>\$1,004,200,000</b>
a. Gross tax increment and pass-through payment estimates are based on the TI projections in Appendix F.		

The three methods for estimating the bonded debt need of Candlestick Point yield an outstanding bonded debt need of between approximately \$625 million and \$1.0 billion. The Agency has determined that a bonded debt need of \$800 million, which falls within this range of various reasonable methods, is the bonded debt need to fund the Redevelopment Program pertaining to Candlestick Point. As such, the Agency proposes to increase Project Area B's current limit on outstanding bonded indebtedness of \$400 million to \$1.2 billion to accommodate the projected redevelopment costs of Candlestick Point.



**Appendix H:**  
**Five Year Implementation Plan Update**

# REPORT

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## Bayview Hunters Point Redevelopment Project Area

### Five Year Implementation Plan Update

Prepared for:

**San Francisco Redevelopment Agency**

**May 2010**

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# I. Introduction

The Five Year Implementation Plan for Project Area B (the portion of the Bayview Hunters Point Redevelopment Project adopted in 2006) was prepared by the Redevelopment Agency of the City and County of San Francisco (Agency) in accordance with California Health and Safety Code Section 33490. The Implementation Plan identifies project activities for Project Area B over the five year Implementation Plan period from the date of the Redevelopment Plan Amendment inception in 2006 through June 30, 2011.

The Agency has updated the Implementation Plan in concert with the proposed Plan Amendment in order to highlight the Agency's accomplishments to date in the Project Area and reflect the changes in the projects and activities over the remaining year of the five year Implementation Plan period, which ends June 30, 2011. The development project proposed for the Candlestick Point Activity Node (known as CP-HPS 2 Project) represents the most significant modification in projects and activities since the Implementation Plan was approved in June 2006.

## A. Overview

Project Area B is located in the southeast portion of the San Francisco in the Bayview Hunters Point community. The 1,361-acre area consists of residential, commercial, industrial, and public uses and includes portions of the South Basin, Bret Harte/Double Rock and Town Center areas. The Third Street corridor runs through the center of Project Area B, and Candlestick Stadium and the Candlestick State Recreation Area are located in the southern portion of Project Area B.

### 1. Current Implementation Plan

The Five Year Implementation Plan for Project Area B, included in the 2006 Report on the Plan Amendment for the Bayview Hunters Point Redevelopment Project, describes the Agency's specific goals and objectives, along with proposed actions, projects and expenditures for the Project Area for the period FY 2006/07–FY 2010/11. Pursuant to the California Health and Safety Code, the Implementation Plan describes:

- Specific goals and objectives of an agency for the project area;
- Specific projects proposed by the agency, including a program of both non-housing and affordable housing actions and expenditures proposed to be made within the first five years of the plan; and
- How the agency's proposed objectives, projects and expenditures will help to eliminate blight in the project area and implement the affordable housing requirements.

The five year Redevelopment Program, which includes projects and activities to be facilitated by the Redevelopment Plan, was formulated to alleviate blighting conditions in Project Area B and to meet the Agency's affordable housing obligations. To guide revitalization efforts in the Bayview, the Agency developed the Bayview Hunters Point Community Revitalization Concept Plan (Concept Plan) and the Framework Housing Program in collaboration with the Bayview Hunters Point Project Area Committee (PAC). The five year Redevelopment Program consists of two broad program components: Non-Housing, which includes economic development and community enhancements, and Affordable Housing.

## **2. Proposed Redevelopment Plan Amendment**

The Agency is in the process of preparing an amendment to the Bayview Hunters Point Redevelopment Plan to advance the development of the Candlestick Point portion of Project Area B and the Hunters Point Shipyard Redevelopment Project Area (Shipyard) under the Candlestick Point–Hunters Point Shipyard Phase 2 Development Plan (CP–HPS 2 Project). The Plan Amendment will help achieve several of the goals and objectives of the City in the Project Area including creating new affordable and market-rate housing, furthering economic development through local job creation, providing open space; fostering cultural and educational opportunities, improving the physical environment, and facilitating development of commercial uses and infrastructure. The Agency is preparing the Plan Amendment for consideration by the San Francisco Redevelopment Commission (Commission) and the Board of Supervisors of the City and County of San Francisco (Board) in the spring of 2010.

### **a. Background**

The revitalization of the Candlestick Point Activity Node (Candlestick Point) in the Project Area and the redevelopment of the Hunters Point Shipyard Project Area, established as a separate redevelopment project area, have progressed on parallel, but individual paths. However, the City and County of San Francisco (City) and the Agency have recently revisited the plans for the two areas and partnered with a private developer, CP Development Co., LP and HPS Development Co., LP (collectively, the Developer) to advance the integrated development of these two areas. The Candlestick Point–Hunters Point Shipyard Phase 2 Development Project (CP–HPS 2 Project) constitutes a cohesive planning effort that would transform both areas while simultaneously achieving the goals and objectives of the City and the Agency and implement voter-approved Proposition G. This coordinated endeavor will expedite the redevelopment of the entire Project Area and ensure a consistent framework for development across the CP–HPS 2 Project as a whole.

### **b. Plan Amendment Purpose**

The primary purpose of the Plan Amendment is to further the revitalization of the Project Area by providing financial and other support for the development project at Candlestick Point. This objective is consistent with the reasons presented in 2006, when Board of Supervisors adopted the Redevelopment Plan Amendment to add Project Area to the original 1969 Hunters Point Redevelopment Project Area; however, the strategy for the revitalization of Candlestick Point has shifted over time. The Plan Amendment is needed to support this change in strategy.

The fundamental purpose of the Plan Amendment is to provide the Agency with the necessary financial and legal resources and tools to complete the needed Redevelopment Program in Project Area B in order to:

- Eliminate the significant blight identified in various portions of Project Area B;
- Facilitate the economic development of Project Area B including the provision of additional job opportunities for local residents;
- Provide additional quality affordable housing for residents of the Project Area and the entire community; and

- Implement voter-approved Proposition G.<sup>1</sup>

Specifically, the Plan Amendment would, if adopted:

- Increase the limit on the principal amount of bonded indebtedness secured by tax increment revenue that may be outstanding at any time from the current Project Area B limit of \$400 million to a revised limit of \$1.2 billion in order to provide the Agency with additional bonding capacity necessary to complete redevelopment projects and eliminate remaining blight.
- Establish new development goals, land use policies and development controls for the Candlestick Point portion of the Project Area. In order to support the CP–HPS 2 Project and implement Proposition G, these changes are necessary to allow for the vibrant, mixed-use development envisioned for Candlestick Point.
- Enact a new land use vision for Candlestick Point by revising the boundaries of the Candlestick Point Activity Node to include the Alice Griffith Housing Development and a lot west of Jamestown Avenue.

The Plan Amendment will not change the time limits set forth in the Redevelopment Plan.

## **B. Updated Implementation Plan**

This updated Implementation Plan will be included in the Report to the State Departments and the Report on the Plan Amendment in compliance with CRL Sections 33451.5(c)(7) and 33352(c). Unless otherwise noted, the term “Implementation Plan” as used in this document shall mean this updated Implementation Plan.

### **1. Contents of the Implementation Plan**

This Implementation Plan consists of the following components:

- I. Introduction
- II. Redevelopment Plan Limits
- III. Accomplishments to Date
- IV. Description of Remaining Blighting Conditions
- V. Five Year Redevelopment Program
- VI. Housing Component

The Implementation Plan is intended to provide general guidance for the implementation of the Agency’s Redevelopment Program. The Agency uses and interprets the Implementation Plan as a flexible guide, incorporating the goals, objectives and potential programs shaping Agency activities during the Implementation Period, while providing flexibility so the Agency may adjust to changing circumstances, resource availability and new opportunities. The Implementation Plan period encompasses FY 2006/07 through FY 2010/11. The Affordable Housing section of the

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<sup>1</sup> Voters approved Proposition G, also known as the Bayview Jobs, Parks, and Housing Initiative, in June 2008. The initiative states that the CP–HPS 2 Project must be consistent with six principal objectives, provided in Table I-2 of the Report.



Implementation Plan also addresses the ten-year compliance period for certain affordable housing functions of the Agency, as required by the CRL.

## II. Redevelopment Plan Limits

In compliance with CRL Section 33490(A)(5), following are the time and dollar limits applicable to the Project Area as currently in effect, and upon effectiveness of the Plan Amendment, if adopted.

**Table II-1  
Summary of Existing and Proposed Time and Fiscal Limits  
Bayview Hunters Point Redevelopment Project Area**

	<b>Project Area B</b>	
	<b>Current</b>	<b>Proposed</b>
<b>Background Information</b>		
Acres	1,361	
Date of Adoption	6/1/2006	
Ordinance No.	113-06	
Base Year Assessed Value	\$1,165,228,645 (FY 2005/06)	
<b>Time Limits</b>		
Eminent Domain <sup>a</sup>	6/1/2018	No change
Incurring Debt	6/1/2026	No change
Plan Effectiveness (Project Activities)	6/1/2036	No change
Tax Increment Collection Repayment of Project Area Debt	6/1/2051	No change
<b>Financial Limits</b>		
Tax Increment Cap	N/A	N/A
Bond Limit	\$400 million	\$1.2 billion

a. Does not apply to properties in a residential district or legally occupied dwelling units.

Source: San Francisco Redevelopment Agency.

### III. Accomplishments to Date

The Agency has undertaken many projects and activities in Project Area B since its inclusion of the area in the Bayview Hunters Point Redevelopment Project Area. The Agency has initiated projects and directed investments in three activity categories—affordable housing, economic development and community enhancement. Collectively, these projects pursue the following objectives:

- Alleviate blighting conditions,
- Facilitate community enhancements that improve the aesthetics of neighborhoods and streetscapes in Project Area B,
- Increase neighborhood safety to elevate the quality of life and health of the residents,
- Provide employment opportunities,
- Promote economic development, and
- Foster a sense of pride in the community.

The Redevelopment Program directs projects and activities across seven activity nodes where public and private investments are to be tailored to the unique and distinct character of each activity node. Projects and activities for the activity nodes are intended to be developed and implemented collaboratively in conjunction with the community and various local and State agencies and jurisdictions. The Agency is primarily responsible for utilizing and leveraging tax-increment funds in order to finance specific public projects, programs and initiatives in the areas of affordable housing, economic development and public enhancements (facilities and infrastructure).

All of the projects described below have helped alleviate adverse physical and economic conditions currently prevalent in Project Area B.

#### A. Non-Housing Projects and Activities

To highlight the Agency's efforts in each activity node since 2006, the non-housing accomplishments are organized by activity node in addition to a discussion of general implementation activities.

##### 1. Areawide Implementation Activities

General Redevelopment Plan Implementation: The Agency has coordinated the implementation of the Redevelopment Plan including the development of new policies, and the advancement of programs and projects required by or meeting the stated goals of the Redevelopment Plan. This work has necessitated collaborative efforts with various City agencies including the Planning Department, Office of Economic and Workforce Development, the Department of Public Works, the Department of Public Health, and the Arts Commission. Examples of these collaborative efforts include the establishment of an inter-agency Bayview working group with the Planning Department, implementation of the Bayview Model Block Program with the Planning Department and the Department of Public Works, and development and implementation of the Third Street Façade and Tenant Improvement Program in collaboration with the Office of Economic and Workforce Development.

Project Area Committee/Community Outreach and Participation: The Project Area Committee (PAC) and its meetings are the central vehicle for community engagement (described in Appendix J of the Report on the Plan Amendment) regarding Agency activities in the Project Area. The PAC's website has been revamped for ease of use and the information substantially updated. The PAC's e-mail distribution list has been substantially increased, and the PAC regularly sends meeting agendas, notices and minutes to the list.

The Bayview Model Block Program: The Agency's Model Block Program is a new initiative that focuses on improving the quality of life for existing homeowners of Project Area B and the Bayview Hunters Point community. The program pairs low interest home improvement loans with resident-desired streetscape improvements, making for an improved and more cohesive neighborhood block. With construction underway on the streetscape improvements for the first block (1700 Newcomb Avenue), the Agency is focused on a strategy for identifying subsequent blocks and additional funding for this initiative. Program funding from the Agency has been supplemented and enhanced by three grant awards totaling over \$650,000. The Program is currently on the shortlist for federal stimulus funds.

Job Readiness Initiative (JRI): Developed in 2009, the JRI coordinates efforts with the Office of Economic and Workforce Development (OEWD) to eliminate barriers to employment, streamline reporting, and improve training and placement services. With the goal of investing over the next three years in workforce development to prepare jobseekers for projected jobs in construction and other fields created in Project Area B, a panel of four community-based organizations have been contracted to provide job readiness training and barrier removal services for southeast sector. These organizations include Goodwill, Hunters Point Family, San Francisco Conservation Corps and Young Community Developers.

Bayview Transportation Improvements Project (BTIP): The Agency has assisted the Department of Public Works (DPW) in completing pre-development studies for the Bayview Transportation Improvements Project and Agency staff continues to attend regular coordination meetings with DPW and other city staff. BTIP's dual purposes—reduced traffic and increased access for autos and trucks between U.S. Highway 101 and the Hunters Point Shipyard and the South Basin industrial area—will result in reduced adverse physical and economic conditions as well as improved public improvements within the Project Area.

Bayview Business Resource Center (BBRC): The Agency has increased its financial support of the BBRC, with the aim of increasing the overall capacity, coordination and services it offers. Services include support to the City's façade and tenant improvement program for Third Street and the provision of various business support services. The BBRC's Third Street Corridor Project includes grand opening events for new corridor businesses, new business attraction efforts, and the convening of the Third Street Stakeholder's Group.

Third Street Merchants Association: With the Agency's support, the Merchants Association has increased its membership and regular meeting attendance, and designed a new logo, brochures and a website.

San Francisco Shines (SF Shines) Third Street Façade and Tenant Improvement Program: The Agency funds matching grants for facades and tenant improvements for businesses along the Third Street corridor within Project Area B as part of the SF Shines Program, which operates citywide. This program is administered by the Office of Economic and Workforce Development, which coordinate activities with Agency staff and community organizations including the Bayview Business Resource Center, the Bayview Merchants Association, Asian Neighborhood



Design and Bayview Hunters Point Center for Arts and Technology. Ten storefronts are in various phases of design and construction. Two of these stores have recently held grand openings.

Historic Preservation Survey: The Agency has contracted with a consultant to complete a Historic Context Statement and to conduct a building-by-building survey, starting with the Town Center Activity Node. The purpose of this survey is to catalogue all historic structures in the Project Area and to use this work as the basis for holistic neighborhood revitalization that honors the existing neighborhood fabric. A preliminary draft of the Historic Context Statement has been completed and is scheduled for approval by the Historic Preservation Commission in March 2010. The survey work will expand to additional Activity Nodes in 2011.

## **2. Town Center Activity Node**

The Model Block Program: The 1700 Block of Newcomb Avenue in the Town Center Activity Node between Newhall and Phelps is the first block to participate in the Agency's innovative Model Block Program. Neighborhood residents have been galvanized around the effort and have collaborated with local law enforcement, resulting in reduced crime in their neighborhood. Additional streetscape improvements are slated for 2010.

Bayview Opera House Facility/Plaza/Gardens: Along with the Arts Commission, Department of Public Works and Metropolitan Transportation Authority, the Agency is partner and funder in the renovation of this historic neighborhood landmark. Improvements funded include interior and exterior ADA access improvements, earthquake safety and the creation of a major community-gathering place enhanced by major plantings and significant green space.

SuperSave Grocery: Staff has provided technical support to the owner of this medium-sized neighborhood grocery store with the aim of bolstering access fresh and healthy food in the neighborhood.

## **3. Health Center Activity Node**

Aging Campus: As part of the a new affordable senior housing complex at 5800 Third Street, the Agency will fund the addition of an aging campus serving the broader population of the Bayview's senior community. In addition to approximately 121 units affordable to very low-income seniors described in the Housing Activities section below, the Aging Campus would include approximately 13,700 square feet for use of the Bayview Hunters Point Multi-Purpose Senior Services (BHPMSS) Center and other community-related uses. A preliminary ground floor space plan calls for a commercial kitchen, community/multi-purpose room, conference room/library, dance/exercise rooms, social service/counseling office and BHPMSS administrative offices.

Southeast Health Center: In partnership with the Department of Public Health, the Agency has initiated predevelopment activities for potential expansion of the Southeast Health Center.

## **4. Hunters Point Shoreline Activity Node**

Survey Area C: During the plan adoption process for Project Area B in 2006, it was determined that more detailed planning would be necessary before the 76-acre India Basin shoreline area of the Bayview Hunters Point could be considered for inclusion in the Project Area. Starting in 2007, the San Francisco Planning Department and the Agency began a collaborative planning process with the community. The purpose of the planning process is to craft new zoning controls,

height limits and design guidelines for the area, and to identify public improvements and community benefits to inform a redevelopment program for the area. Over the past two years, staff has conducted more than six community workshops and conducted regular meetings with the PAC and other stakeholders to receive input on the new land use controls and the redevelopment plan amendment. The Agency will release a Draft Environmental Impact Report for the proposed new land use controls and zoning changes in late 2010.

The Hunters View Revitalization Project: The Agency and its partners have completed design and predevelopment activities, and demolition and construction activities have begun. The master plan includes streets, parks, housing and community facilities. This mixed-income, mixed-use development aims to reconnect the neighboring adjacent street patterns and makes major investments in new roadway infrastructure and neighborhood parks. In addition, all City agencies involved in job training opportunities, job placement and support services are engaged in drafting a Memorandum of Understanding (MOU) that discusses roadblocks to employment faced by residents and how to overcome them. Additionally, work on resident employment capacity, services planning, as well as Communities of Opportunity Community Connectors outreach work, is all under way. For more information on the housing portions of the project, see discussion of Housing Activities below.

## **5. Northern Gateway Activity Node**

India Basin Industrial Park: The Northern Gateway Activity Node is adjacent to the India Basin Industrial Park. Staff work in this area has focused on completing implementation of the India Basin Industrial Park (IBIP) Project Area and planning for the transition to the Planning Department of land use authority, including entitlement planning for the catalyst site at Third and Cargo. The effectiveness of the IBIP Redevelopment Plan expired January 20, 2009.

Cargo Way Streetscape: The Agency developed a streetscape improvement plan with a grant from the Association of Bay Area Governments (ABAG) to better connect this portion of the Bay Trail with an emphasis on improving pedestrian and bicycle access. Developed jointly with the Port of San Francisco, the Agency is committed to attaining the funds and implementing the improvements.

## **6. Oakinba Activity Node**

Lowe's: The Agency coordinated with the Office of Economic and Workforce Development (OEWD) the shift of a major commercial development from a Home Depot to Lowe's through maintaining previously agreed upon public benefits, including workforce development programs.

Bayshore Corridor Planning: The Agency launched an economic development strategy and community planning effort for the Bayshore Boulevard corridor to examine policies to support a home improvement district or other commercial development with a potential green development theme.

## **7. South Basin Activity Node**

PDR Zoning: The area was rezoned in 2007 to protect existing production, distribution and repair businesses.

## 8. Candlestick Point Activity Node

Combined development program for Candlestick Point–Hunters Point Shipyard Phase 2 Project (CP–HPS 2 Project): The Agency has been collaborating with the OEWD and the PAC on the development program for Candlestick Point Activity Node and Phase 2 of the Hunters Point Shipyard (CP–HPS 2 Project). Efforts have included the preparation of Draft Disposition and Development Agreement documents, including a draft Infrastructure Plan, draft Community Benefits Agreement, draft Financing Plan, and draft Below Market Rate Housing Plan.<sup>2</sup> Voters subsequently adopted Proposition G in June 2008, which set forth certain objectives and established a general development program for the integrated development of the Candlestick Point Activity Node (which now includes Alice Griffith Housing Development) and the Hunters Point Shipyard. The CP–HPS 2 Project was analyzed in the Bayview Waterfront Project Environmental Impact Report (EIR), with the Draft EIR published in November 2009.

Community Outreach: The Agency has actively supported community review of the CP–HPS 2 Project) and related planning initiatives, such as the Plan for Financing and Transaction Structure, the Urban Design Plan and the Transportation Plan. In March and April 2008, the Agency and OEWD hosted four community workshops to solicit community feedback on the proposed land use plan for the CP–HPS 2 Project, relevant to the Project Area’s Candlestick Point Activity Node and the adjacent Hunters Point Shipyard Project Area. At least 112 registered participants contributed to the development of the land use plan through the workshops. City and Agency staff have similarly presented the draft Disposition and Development Agreement and related documents at monthly CAC and PAC meetings throughout 2009 and 2010.

Redevelopment Plan Amendment: The Agency is in the process of preparing an amendment to the Bayview Hunters Point Redevelopment Plan to advance the development of the Candlestick Point portion of Project Area B and the Hunters Point Shipyard Redevelopment Project Area under the CP–HPS 2 Project. The Agency is preparing the Plan Amendment for consideration by the San Francisco Redevelopment Commission and the Board of Supervisors of the City and County of San Francisco (Board) in the spring of 2010.

## B. Housing Activities

The Agency’s Housing Program has focused on affordable housing development along Third Street, capitalizing on the opportunities for mixed-used affordable housing and infill developments on specific parcels. Additionally, the Agency has been engaged with other City partners in predevelopment activities for the revitalization of two public housing projects, which will also include the addition of mixed-income housing opportunities on site. To date, the Agency has invested over \$65 million in the affordable housing developments in Project Area B. The accomplishments below are presented for the whole Project Area.

Hunters View Revitalization Project: Agency staff joined a large team of City departments in 2007 to aid in revitalizing Hunters View, located in the Hunters Point Shoreline Activity Node. Through intensive predevelopment work supported by citywide housing funds, the development team completed design and predevelopment activities and obtained entitlements for the project in late 2008. Demolition and construction activities have begun. This project provides for the full

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<sup>2</sup> The Candlestick Point Activity Node is referred to as Zone 1 in the Redevelopment Plan Amendment and in the discussion of the Affordable Housing Components (Section V) below.

replacement of the significantly distressed 267 public housing units, with the addition of approximately 226 units of mixed-income rental and for-sale housing, all constructed as part of a green and sustainable community. The Hunters View development is the first to utilize the “HOPE SF” financing structure, an innovative program developed by the City in response to the lack of Federal HOPE VI funds, which would have historically been used for a project of this kind. The master plan includes streets, parks, housing, and community facilities and incorporates a phasing plan to accommodate on-site relocation of existing residents while a new, mixed-income community is constructed. Each phase will include the demolition of existing housing and construction of replacement public housing units, affordable rental units, infrastructure, and community facilities.

Armstrong Place (5600 Third Street): The Agency has invested tax increment funds from the Citywide Housing Fund for a major affordable housing development at 5600 Third Street called Armstrong Place.<sup>3</sup> The first phase of the project has been completed and includes 124 affordable for-sale family housing units while the second phase, which is under construction, includes 116 senior rental housing units. The development will also include commercial space to be leased for retail and community-serving activities.

Bay Oaks (4800 Third Street): This former check cashing facility now provides affordable housing for 18 first-time homeowners. The Agency contributed \$8.9 million to the project, which was completed in October 2009.

6600 Third Street: This development will provide 73 units of housing for formerly homeless families and individuals. The Agency has provided \$4.9 million to this project, and will make additional contributions for construction gap funding. The project is currently in pre-development.

Providence Senior Housing (4601 Third Street): Previously a parking lot, construction of 50 affordable senior rental units was completed in mid-2008 and tenants occupied the development in September 2008. At the time of completion, the Agency’s investment totaled \$8.9 million.

Alice Griffith Housing Development: The Agency, in cooperation with the San Francisco Housing Authority, the Mayor’s Office of Housing, OEWD, the Developer, the PAC, the CAC, and residents of Alice Griffith Public Housing, has participated in planning for the revitalization of Alice Griffith as a second HOPE SF development. Similarly to Hunters View, the Alice Griffith redevelopment plan calls for the one-to-one replacement of all 256 public housing units, set among a larger, newly built community including Agency-assisted affordable and market-rate units, with new infrastructure, parks and streets.<sup>4</sup>

Potential Senior Housing (5800 Third): In October 2006, the Agency funded a report to determine the feasibility of a senior supportive housing development in Project Area B. This project represents one component of a larger Aging Campus vision as outlined in the Concept Plan and included in the Redevelopment Plan. Since that time, the Agency has been instrumental in the

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<sup>3</sup> The City allocates the housing set aside funds generated in all of its redevelopment project areas to the Citywide Housing Fund.

<sup>4</sup> The CAC is a term referring to the Hunters Point Shipyard Citizen Advisory Committee, which was established in 1993 to increase community participation in advising the Agency and the City on matters related to redevelopment of the Hunters Point Shipyard Project Area, adjacent to the Bayview Hunters Point Project Area.



selection of a developer, engagement of pro bono legal counsel and gaining control of the site. The project proposes 121 units affordable to very low-income seniors.

## **IV. Description of Remaining Blighting Conditions**

Project Area B continues to suffer from physical and economic blighting conditions that deter its revitalization.

### **A. Physical Blight**

In Project Area B, physical blighting conditions include:

- Unsafe or unhealthy buildings, and
- Adjacent or nearby incompatible uses.

A comprehensive building conditions survey conducted in 2006 and updated in 2009 indicates that 50 percent of all buildings in Project Area B suffer from very extensive or extensive deficiencies. The area has a wide range of building conditions and ages and a significant number of the older buildings are deteriorated and dilapidated, including all of the buildings located within four SFHA developments as well as the existing 49ers stadium. Many of the buildings in Project Area B suffer from very extensive or extensive deficiencies, are unsafe and unhealthy for person to live or work, and/or suffer from seismic susceptibility. Incompatible or conflicting uses, truck routes through residential and commercial areas, elevated freeways, active and defunct rail lines, and public infrastructure and facility deficiencies also contribute to adverse physical conditions within Project Area B.

### **B. Economic Blight**

In addition, economic blighting conditions in Project Area B include:

- Impaired property values due to hazardous wastes,
- Indicators of economically distressed buildings,
- Excess of problem businesses, and
- High crime rates.

Hazardous materials and contamination impair property values in the Project Area. Indicators of economically distressed buildings like abnormally high business vacancies and low lease rates dissuade new investment and perpetuate stagnation. In addition, Project Area B's excess of bars, liquor stores or other businesses catering exclusively to adults contributes to negative perceptions of the Project Area and correlates to other concerns such as high crime rates. Finally, violent crime and homicide rates in the Project Area are much higher than in the City as a whole, and the community and police struggle to keep gang activity in check. High crime rates not only threaten the safety of residents, but also the ability of the business community to flourish and attract further investment, and thus present a major barrier to the revitalization of the Project Area.

### **C. Inadequate Public Improvements**

Public infrastructure inadequacies in Project Area B include missing and damaged curbs and sidewalks, deteriorated streets, and inadequate sewer utilities. Project Area B is served by a combined sewer and stormwater system, which collects and transports sanitary sewage and stormwater runoff in the same set of pipes. The stormwater drainage for most of Project Area B is

transported through the combined system, treated and eventually discharged to the Bay through outfalls and overflow structures along the shoreline. While patchwork improvements have been made along portions of Third Street, deficiencies exist in the stormwater drainage system in Project Area B. Although the combined system is able to handle the dry weather flows, the system appears to be deficient during the wet weather periods.

Project Area B is also characterized by extensive street deficiencies including deteriorated pavement, surface scaling and cracking, unimproved and non-paved roads, abandoned and deteriorating railroad tracks on roadways, and potholes. Such deficiencies contribute to traffic congestion and hazards, and increase the risk of motor vehicle accidents. Street deficiencies also contribute to traffic circulation problems, which ultimately can hinder industrial and commercial development.

Curbing and sidewalk deficiencies are extensive in Project Area B. A significant number of curbs and sidewalks are missing or badly damaged and deteriorated. Such deficiencies, particularly evident in the industrial areas of Project Area B, force pedestrians to walk in active traffic lanes, creating pedestrian hazards and limiting pedestrian movement and accessibility.

The adverse conditions in Project Area B are so substantial and prevalent that they constitute physical and economic blight. Accordingly, redevelopment continues to be necessary for Project Area B to reach its full potential.

## V. Five Year Redevelopment Program

The Agency's Redevelopment Program represents projects and activities that will have both immediate and long-term benefits. The projects and activities presented in this chapter are consistent with the 2006 Plan Amendment with one important exception. This chapter introduces and outlines a new strategy for the revitalization of Candlestick Point. The shift is the result of voter initiative outlining a set of objectives and a broad land use plan, and reflects the directed projects and activities identified throughout the planning process in partnership with the Developer.

### A. Five Year Implementation Plan Goals and Objectives

The Bayview Hunters Point Redevelopment Plan lists specific goals and objectives for Project Area B. These goals and objectives are also the Five Year Implementation Plan goals and objectives. They include the following:<sup>5</sup>

- Providing opportunities for participation by owners in the redevelopment of their properties.
- 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 and the community by strengthening retail and other commercial functions within the Project through the facilitation of new retail space, and as appropriate, new commercial and light industrial uses.
- Providing public parks and open space.
- Administering land granted to the Agency by the State of California consistent with the public trust for commerce, navigation and fisheries ("public trust"), and reconfiguring those lands in a manner that enhances their value for public trust purposes, in accordance with Chapter 203 of the Statutes of 2009 ("Granting Act").
- Retaining existing residents and existing cultural diversity to the extent feasible.
- Encouraging participation of area residents in the economic development that will occur.
- Supporting locally owned small businesses and local entrepreneurship.
- Facilitating emerging commercial-industrial sectors through facilitating improvement of transportation access to commercial and industrial areas, improvement of safety within the Project Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.
- Facilitating public transit opportunities to and within the Project to the extent feasible.
- Providing land, as feasible and appropriate, for publicly accessible open spaces.
- Facilitating the preservation, rehabilitation, and seismic retrofitting of historic buildings and other landmarks.
- Providing assistance towards the improvement of key transportation routes to meet the needs of alternative transportation modes, industrial trucking operations, and emergency operations.

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<sup>5</sup> Draft Plan Amendment, Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, San Francisco Redevelopment Agency, May 6, 2010, Section 1.2.1.



- Facilitating the preservation, rehabilitation, and seismic retrofitting of historic buildings and other landmarks.
- Eliminating blighting influences and correcting environmental deficiencies within the Project, including, but not limited to, abnormally high vacancies, abandoned, deteriorated and dilapidated buildings, incompatible land uses, impaired property values due to hazardous wastes, excess of problem businesses, high crime rates, 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 Project Area and vicinity.
- Redesigning and developing undeveloped and underdeveloped areas, which are improperly utilized.
- Providing flexibility in the development of real property within the Project to respond readily and appropriately to market conditions.

## **B. Five Year Revenues, Projects and Activities and Expenditures**

During the first five year implementation plan period, approximately \$25.6 million in net tax increment is expected to be allocated to the Agency for Project Area B's Redevelopment Program. Table V-1 shows the tax increment funds generated by Project Area B and available for the Redevelopment Program over the five year period.

The Agency anticipates receiving an additional \$3.0 million from other non-tax increment revenues, such as leases revenue and grants. The Agency continues to seek other sources of funding for non-housing activities to augment tax increment funds. The Citywide Housing Fund has committed \$58.4 million in assistance for the Agency's Housing Program in Project Area B.

**Table V-1**  
**Projected Revenues Available for Redevelopment Program**  
**FY 2006/07 - FY 2010/11**  
**San Francisco Redevelopment Agency**

	FY 2006/2007	FY 2007/2008	FY 2008/2009	FY 2009/2010	FY 2010/2011	Total
FY 2006/07 Year End Fund Balance	\$ -					
<b>Revenues</b>						
Net Tax Increment <sup>a</sup>	\$ -	\$ 4,071,000	\$ 6,015,000	\$ 8,533,000	\$ 7,000,000	\$ 25,619,000
<b>Revenues for Non-Housing Projects and Activities<sup>b</sup></b>	\$ -	\$ 960,000	\$ 1,449,000	\$ 3,658,000	\$ 5,500,000	\$ 9,268,000
<b>Revenues for Housing Programs and Activities<sup>b</sup></b>	\$ -	\$ 3,381,000	\$ 5,095,000	\$ 4,875,000	\$ 3,000,000	\$ 16,351,000

Note: Numbers rounded to the nearest thousand.

a. Exclusive of Agency obligations for pass-through payments.

b. Inclusive of Agency administration costs.

Source: San Francisco Redevelopment Agency.

## 1. Non-Housing Projects and Activities

As a result of limited tax increment available the Non-Housing Redevelopment Program during the first five years, the Agency's non-housing activities have focused primarily on planning. As described in the Redevelopment Plan, the focus of the Agency's economic development activities is to develop and revitalize catalyst areas within the activity nodes. The Agency's community enhancement activities include the development of specific design guidelines and programs such as streetscape plans and façade improvement programs.

Specifically, the Agency non-housing activities include the following:

- Formulate development program for the portion of the Northern Gateway activity node between Cargo Way and Evans Avenue.
- Formulate development program for the publicly-owned Town Center block within the Town Center activity node.
- Formulate development program for a home improvement district within the Oakinba (Bayshore Boulevard) activity node.
- Facilitate the creation of a development program for the Bayview Hunters Point Aging Campus and the Southeast Health Center expansion in the Health Center activity node.
- Implement the Third Street Corridor Revitalization Plan, including among other components, a façade improvement program for Third Street businesses.
- Design the Innes Avenue Streetscape Plan for the northern route between U.S. Highway 101 and Hunters Point Shipyard.
- Initiate the streetscape plan for the southern route to Hunters Point Shipyard along an alignment to be determined through the Bayview Transportation Improvements Project.
- Initiate the Green Streets program for landscaping and other public enhancements in conjunction with the Candlestick development program and the Model Block program.
- Participate in the City's Blue Greenway Program that sets forth policies for improving public open space and providing access to the Bay waterfront, including the completion of the Bay Trail.
- Facilitate the completion of the Bayview Connections urban open space project in the Town Center activity node.
- Create specific revitalization plans for each Activity Node including revised zoning and targeted investments in catalyst sites.
- Enhance public access to the India Basin waterfront from the hillside housing through the rehabilitation or replacement of public stairways.

### Authorized Public Improvements

To the extent feasible, the Agency will pursue a program of authorized public improvements outlined in the Redevelopment Plan, including:<sup>6</sup>

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<sup>6</sup> The Plan Amendment specifically authorizes the Agency to install and construct or to cause to be installed or constructed the public improvements, public facilities, and public utilities, on any parcel within or outside the Project Area, appropriate or necessary to carry out the Redevelopment Plan. Draft Plan Amendment, Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, San Francisco Redevelopment Agency, May 6, 2010, Section 1.6.4, and Attachment C: Authorized Public Improvements, p. 80.

- Public open spaces including parks, plazas, habitat restoration, sports facilities and playgrounds.
- Facilities in parks such as tables, waste receptacles, signage, landscaping, market stalls and maintenance facilities.
- Public roadways and other walkways, roadways, lanes, and connectors.
- Medians, curbs, bulb-outs, and gutters.
- Sidewalks, street trees, landscaping, and street furnishings.
- Street, sidewalk, and park lighting.
- Traffic signals, control centers, street signage, and pavement striping.
- Parking meters.
- Potable water distribution and fire suppression facilities.
- Reclaimed water facilities and irrigation distribution.
- Sanitary sewer facilities and pump stations.
- Storm drains, storm water sewer, treatment and conveyance facilities.
- Natural gas, electric, telephone and telecommunication facilities.
- Utilities and utility relocation.
- Muni light rail/bus/transit facilities, catenary wires, communication facilities, transit stops and markings, poles, eyebolts, and substations as needed and related improvements.
- Community centers, health centers, and library facilities.
- Bridges, trails, and staircases.
- Seawall upgrades, piers, railings, boating facilities and other shoreline improvements.
- Retaining walls and permanent grading.
- Public art installations and interpretive signage.
- Improvements to existing roadways, streetscapes and utilities.
- Improvements to historic buildings.
- Erosion control features.
- School facilities (Zone 1).
- Additional temporary, interim and/or permanent facilities and improvements to the foregoing.

## **2. Housing Projects and Activities**

With respect to Agency housing activities, the Agency has been implementing an affordable housing program that has guided, and will continue to guide, the Agency's affordable housing efforts within and outside of Project Area B, and coordinate these efforts with the Mayor's Office of Housing and the San Francisco Housing Authority. The Affordable Housing Program sets forth policies and implementation mechanisms, such as a model block single family rehabilitation program, to guide the production of affordable housing in Project Area B and the greater Bayview Hunters Point community, consistent with the City's Consolidated Housing Plan and the General Plan.

Refer to Section III.B and Section VI of this Implementation Plan for the specific housing activities to be funded during the five year Implementation Plan period.



### **3. Five Year Expenditures**

Table V-2, Projected Five Year Redevelopment Project Expenditures from Project Area B Tax Increment, provides cost estimates for each proposed program category over the five years.

### **4. Explanation of How the Five Year Redevelopment Program Will Eliminate Blighting Conditions in Project Area B**

Implementation of the Redevelopment Program and its objectives and completion of specific development projects is alleviating blighting conditions in Project Area B, and facilitating private sector re-investment in the community. Table V-3 shows the specific relationship of projects and activities to the elimination of blighting conditions and to the implementation of Redevelopment Plan objectives.

**Table V-2**  
**Estimated Five Year Redevelopment Program Expenditures**  
**FY 2006/07 - FY 2010/11**  
**San Francisco Redevelopment Agency**

	<b>FY 2006/2007</b>	<b>FY 2007/2008</b>	<b>FY 2008/2009</b>	<b>FY 2009/2010</b>	<b>FY 2010/2011<sup>a</sup></b>	<b>Total</b>
1 Economic Development	\$ -	\$ 535,000	\$ 385,000	\$ 1,638,000	\$ 3,000,000	\$ 5,558,000
2 Community Enhancements	\$ -	\$ -	\$ -	\$ 1,735,000	\$ 250,000	\$ 1,985,000
3 Community Outreach and Planning	\$ -	\$ 155,000	\$ 535,000	\$ 285,000	\$ 750,000	\$ 1,725,000
Subtotal: Non-Housing	\$ -	\$ 690,000	\$ 920,000	\$ 3,658,000	\$ 4,000,000	\$ 9,268,000
4 Affordable Housing	\$ -	\$ 3,381,000	\$ 5,095,000	\$ 4,875,000	\$ 3,000,000	\$ 16,351,000
<b>Total</b>	\$ -	\$ 4,071,000	\$ 6,015,000	\$ 8,533,000	\$ 7,000,000	\$ 25,619,000

Note: Dollar figures rounded to the nearest thousand. The above figures represent the amount of tax increment generated and allocated to the Agency by Project Area B in the given fiscal year. These amounts may not have yet been fully expended.

a. These figures are estimates, pending approval of the FY 2010/11 budget.  
Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.

**Table V-3  
How the Redevelopment Program Will Alleviate Blighting Conditions  
Bayview Hunters Point Redevelopment Project Area**

	Redevelopment Program										Affordable Housing	
	Economic Development					Community Enhancements						
	Planning and Predevelopment	Site Preparation and Development	Economic Revitalization	Public Infrastructure and Facilities	Circulation	Public Open Space						
<b>ADVERSE CONDITIONS</b>												
Unsafe or Unhealthy Buildings	■	■	■	■			■					■
Adjacent or Nearby Incompatible Uses	■	■	■	■			■					■
Depreciated or Stagnant Property Values	■	■	■	■			■					■
Indicators of Economically Distressed Buildings or Lots	■	■	■	■			■					■
Excess of Problem Businesses	■	■	■	■			■					■
High Crime Rates	■		■	■			■				■	■
Inadequate Public Improvements <sup>a</sup>		■		■			■		■		■	■

a. Although not considered physical or economic blight under the CRL, the existence of deficient public improvements contributes to blighting conditions in Project Area B.  
Source: San Francisco Redevelopment Agency

## **VI. Affordable Housing Component**

This section describes the Affordable Housing Component of the Implementation Plan for Project Area B, and summarizes the Agency's housing obligations pursuant to the legal requirements of the California Community Redevelopment Law (CRL).

### **A. Explanation of How the Revenues, Goals, Objectives, Proposed Projects and Expenditures Will Satisfy CRL Housing Requirements**

This chapter comprises the housing component of the Implementation Plan, summarizing the Agency's housing obligations pursuant to the legal requirements of the CRL and providing an overall framework for the Agency's Housing Program goals and expenditures. The Agency is guided by the 2004 Framework Housing Program, the City's adopted and certified Housing Element and the Consolidated Plan. The Agency intends to implement all relevant goals, policies, strategies and programs from the Housing Element and Consolidated Plan, as generally described in this chapter.

The Chapter is organized as follows:

1. Affordable Housing Fund
2. CRL Housing Fund Expenditures
3. Replacement Housing Requirement
4. Affordable Housing Production Plan
5. Housing Program
6. Compliance with Minimum Affordability Standards

#### **1. Affordable Housing Fund**

##### **a. Housing Set-Aside**

##### **CRL Housing Set-Aside Requirements**

CRL Section 33334.2, as amended in 1976 and 1984, requires at least 20 percent of all tax increment generated from any project area be used to increase and improve the community's supply of housing affordable to persons and families of very low-, low- and moderate-income ("affordable housing" or "affordable dwelling units"). Amendments to CRL in 2001 specify that affordable dwelling units must remain available at affordable housing cost to, and be occupied by, persons and families of very low-, low- and moderate-income for the longest feasible time, but not less than 55 years for rental units, and 45 years for owner-occupied units. Furthermore, the Housing Fund must be used to improve or increase the supply of housing affordable by persons and families of the specific income categories (see Subsection 2. below). Housing Fund assistance must be used to rehabilitate or create housing that is affordable by such income groups (collectively "affordable housing").



## **Agency Set-Aside Policy**

The Agency has exceeded the minimum 20 percent tax increment set-aside requirements since 1989, the year that the Agency adopted a policy goal to use 50 percent of the total tax increment allocated to the Agency for Affordable Housing activities. On August 16, 2005, the Agency reaffirmed this policy by adoption of Resolution No. 134-2005, which states the Agency's intent to continue to use 50 percent of tax increment allocated to the Agency to increase, improve and preserve the supply of affordable housing.

## **Project Area B Redevelopment Plan Set-Aside Requirements**

Under the Redevelopment Plan, the Agency must use 50 percent of the tax increment revenue available to the Redevelopment Program for affordable housing over the term of the Redevelopment Plan. This amount significantly exceeds the CRL 20 percent affordable housing set-aside requirement. The Agency will focus these funds on affordable housing development in Project Area B.

Within the Candlestick Point Activity Node of the Project Area, the Agency will achieve this requirement by devoting the CRL-required 20 percent affordable housing set-aside to vertical production and additional tax increment funds to horizontal infrastructure development for affordable housing sites. In addition, the Agency may utilize other funding sources to satisfy the 50 percent requirement, such as direct developer contributions to affordable housing developments.

In Project Area B Non-Candlestick Point, the Agency will continue to allocate 50 percent of tax increment revenues available for the Agency's Redevelopment Program to affordable housing activities.

## **Agency's Estimated Five Year Housing Set-Aside**

Since Project Area B's adoption in 2006, the Agency has been supplanting tax increment raised in Project Area B with funds from the Citywide Housing Fund in order to leverage housing projects and activities. The Agency's commitment of housing funds over the five years of the Implementation Plan period are \$82.8 million, of which approximately \$79.4 million are funds from the Citywide Housing Fund. Thus, projected tax increment revenues paired with funds from the Citywide Housing Fund will be sufficient to cover the Agency's expenditures for housing projects and activities over the Implementation Plan period.

### **b. Income Levels and Affordable Housing Cost**

#### **CRL-Defined Income Levels**

Under the CRL, agencies are specifically required to expend their Housing Fund moneys to assist very low-, low- and moderate-income households, generally defined as the following.<sup>7</sup>

- Very Low: Incomes up to 50 percent of area median income (AMI), adjusted for family size.
- Low: Incomes from 50 percent up to 80 percent of area median income (AMI), adjusted for family size.

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<sup>7</sup> The Health and Safety Code defines low and moderate income in Section 50093, low income in Section 50079.5, and very low income in Section 50105.

- Moderate: Incomes from 80 percent up to 120 percent of area median income (AMI), adjusted for family size.

Table VI-1 shows the San Francisco County area maximum income limits for each income level by household size to be used by the Agency, based on 2009 U.S. Department of Housing and Urban Development (HUD) income limits as published by State of California Department of Housing and Community Development (HCD).

**Table VI-1**  
**2009 San Francisco County Maximum Incomes**  
**by Income Category and Household Size**  
**San Francisco Redevelopment Agency**

Income Category	Persons per Household							
	1	2	3	4	5	6	7	8
Extremely Low	23,750	27,150	30,550	33,950	36,650	39,400	42,100	44,800
Very Low	39,600	45,250	50,900	56,550	61,050	65,600	70,100	74,650
Low	63,350	72,400	81,450	90,500	97,700	104,950	112,200	119,450
Median	67,750	77,450	87,100	96,800	104,550	112,300	120,050	127,800
Moderate	81,300	92,900	104,550	116,150	125,450	134,750	144,050	153,300

Source: California Department of Housing and Community Development (HCD), 2009.

### **CRL-Defined Affordable Housing Cost**

Housing assisted by Housing Fund moneys must be available to low and moderate income households at an affordable housing cost in accordance with the CRL. These costs are presented in Table VI-2.

**Table VI-2  
Affordable Housing Cost  
San Francisco Redevelopment Agency**

Income Level	Rental Housing <sup>a</sup>		Ownership Housing	
	% Income Spent on Housing	% of Area Median Income <sup>b</sup>	% Income Spent on Housing	% of Area Median Income <sup>b</sup>
Very Low	30%	50%	30%	50%
Low	30%	60%	30% <sup>c</sup>	70%
Moderate	30%	110%	35% <sup>c</sup>	110%

- a. Rental housing costs include rent and utility allowance.
- b. The CRL requires HCD median income figures published by HCD, and not HUD, to be utilized. In many instances, this causes CRL-restricted rents to be lower than HOME rents and low income housing tax credit rents. In the instance a project receives Housing Fund and HOME or tax credit assistance, the owner must comply with all applicable legal requirements and the lower CRL- restricted rents will prevail. Median income and thus affordable housing costs differ based on number of persons in household.
- c. With optional higher housing cost linked to actual income at upper end of income category.

Source: CRL Sections 50052.5 and 50053(b).

### **Agency-Defined Affordable Housing Cost**

The Agency will use the CRL affordable housing cost definitions in Table VI-2 as maximum income definitions.

## **2. CRL Housing Fund Expenditures**

The affordable housing program funded through Housing Fund expenditures will be consistent with the stated goals and objectives of the City’s General Plan and Housing Element.

The CRL imposes Housing Fund expenditure requirements based on the proportion of unmet need for housing affordable to households of very low-, low- and moderate-income. Specifically, over the ten year compliance plan period, the Agency must spend funds in the Housing Fund in at least the same proportion as the number of units needed to house, moderate-, low- and very low-income persons and families, as determined in the City’s Housing Element. (Section 33334.4) The CRL also requires a minimum percentage of Housing Fund expenditures be spent over the ten year compliance period on non-age restricted housing. (Section 33490(a)(2)(A)(iii))

The Agency plans to target its Housing Fund for specific income groups and non-age restricted housing as required by the CRL. The Agency will make every effort to encourage the development of housing affordable to a variety of income levels and needs. By combining various funding sources, and in partnership and collaboration with others dedicated to the development of affordable housing, the Agency is confident it will be able to meet its affordable housing obligations over the life of the Redevelopment Plans.

**a. Housing Fund Expenditures Targeted to Income Need**

CRL Section 33334.4(a) requires the Agency to target Housing Fund monies over each ten year compliance period to assist housing affordable to low-income and very low-income households. The income targeting obligation must be met over the ten year compliance period, ending 2016.

Housing Fund monies must be used to assist housing for persons of very low and low-income in at least the same proportion to the total number of housing units needed for each of these income groups in the community as that proportion bears to the total number of units needed for very low-, low- and moderate-income groups within the community. The proportion is calculated based on the number of housing units needed for very low-income and low-income households divided by the total number of units needed for all three income levels within the community.<sup>8</sup> This income targeting obligation must be met over the ten year compliance period.<sup>9</sup>

Utilizing the Association of Bay Area Governments’ (ABAG) determination of San Francisco’s share of regional housing needs, the Housing Element indicates that the citywide affordable housing need from July 2007 to December 2014 is as contained in Table VI-3.

As Table VI-3 indicates, to help supply the City’s regional fair share of housing, the Agency is required to expend Housing Fund moneys in the following proportions: at least 35 percent for units affordable to very low-income households, at least 29 percent for units affordable to low-income households, and no more than 36 percent on units affordable to moderate-income households. However, the Agency is entitled to expend a disproportionate amount of the funds for very low-income households, and to subtract a commensurate amount from the low and/or moderate-income thresholds. Similarly, the Agency can provide a disproportionate amount of funding for low-income housing by reducing the amount of funds allocated to housing affordable to moderate-income households. In no event, however, can the expenditures targeted to units affordable to moderate-income households exceed the threshold amount (36 percent).

**Table VI-3  
ABAG Regional Fair Share Allocations 2007-2014  
Affordable Housing Need by Income Category  
City and County of San Francisco**

<b>Income Group</b>	<b>Total Housing Units Needed<sup>a</sup></b>	<b>Expenditure Percentage need by Income Level</b>
Very Low (0-50% AMI)	6,589	At least 35%
Low (51-80% AMI)	5,535	At least 29%
Moderate (81-120% AMI)	6,754	No more than 36%
<b>Total</b>	<b>18,878</b>	<b>100%</b>

a. Excludes 12,315 units in the above-moderate category. Total RHNA is 31,193 units.

Source: ABAG Regional Housing Needs Allocation 2007-2014, Seifel Consulting Inc.

<sup>8</sup> See CRL Section 33334.4.

<sup>9</sup> The Agency’s first compliance period commenced with the adoption of the Redevelopment Plan Amendment in 2006 and extends through 2016.



Under the CRL, an agency is allowed to reduce its income targeting requirement if other locally controlled funding is producing newly constructed housing for the targeted incomes, so long as such units are produced without any agency assistance and their continued affordability is ensured through long term affordability covenants (45 years for owner occupied and 55 years for rental). An agency may adjust the income targeting proportion by subtracting from the need identified for each income category, the number of units for persons of that income category that are newly constructed over the duration of the implementation plan with other locally controlled government assistance. However, an agency cannot subtract units developed pursuant to a replacement housing obligation under federal or state law. (Section 33334.4(a)) Locally controlled means government assistance where the local government entity has discretion and authority to determine the recipient and the amount of assistance. (Section 33334.4) Examples of such funding are CDBG, HOME Investment Partnership Program, and fees received by a city pursuant to a city-authorized program.

### **Agency Compliance with Targeting Based on Income Need**

Over the ten year compliance period ending 2016, the Agency plans to target its Housing Fund expenditures to specific income groups based on its fair share of regional housing needs as determined by ABAG.

#### **b. Housing Fund Expenditures Targeted Non-Age Restricted Housing**

In addition to the income targeting expenditure requirement outlined above, a defined minimum percentage of Housing Fund moneys must be spent on housing available to all persons regardless of age. In 2005, the state legislature amended the method of determining the minimum percentage of Housing Fund expenditures on non-age restricted housing. This minimum is equal to the percentage of low-income households with a member under age 65, as reported in the most recent U.S. Census.<sup>10</sup> Table VI-4 shows that 69 percent of San Francisco's low-income households have a householder who is under 65 years of age.<sup>11</sup> Thus, the Agency must expend at least 69 percent of its Housing Fund on housing that does not impose age restrictions on residents, and may spend a maximum of 31 percent of its Housing Fund on senior housing.

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<sup>10</sup> Prior to 2005, the law defined that this percentage was equal to the proportion of the population under age 65 to the total population of the community as reported in the most recent U.S. Census. According to the 2000 U.S. Census, 29,045 persons (91 percent) were under age 65 out of the total population of 31,786.

<sup>11</sup> The Census does not report low-income household information according to the age of household members, but rather identifies households by the age of the householder.

**Table VI-4  
Housing Fund Expenditures Requirement  
Non-Age Restricted Housing**

<b>Age Targeting<sup>a</sup></b>	<b>Low-Income Households<sup>b</sup></b>	<b>Percentage of Housing Fund Expenditures</b>
With householder under age 65	93,895	69% minimum expenditures
With householder age 65 and over	42,782	31% maximum expenditures
<b>Total</b>	<b>136,677</b>	<b>100% total expenditures</b>

a. Based on 2000 U.S. Census data showing households by income and householder age. Data is not available for households by household member ages.

b. Low-income is defined as households below 80% of Area Median Income for a household of two in 2000, which was \$46,650 based on income limits published by HCD in 2000.

Source: 2000 U.S. Census, HCD Income Limits 2000, Seifel Consulting Inc.

### **Agency Compliance with Targeting to Non-Age Restricted Housing**

The Agency plans to target Housing Fund expenditures to provide affordable housing that is not restricted by age. Specifically, at least 69 percent of Housing Fund moneys is planned to be spent on non-age restricted housing over ten year compliance period ending in 2016. The Agency will monitor its Housing Fund expenditures in conformance with the relative percentages of need relevant to age. The Agency anticipates it will meet its non-age restricted targeting requirements for the ten year compliance period ending in 2016.

#### **c. Status Report on Targeting**

As required by the CRL, Section 33490(a)(1)(c)(iv), the 2012 Five Year Implementation Plan will include, for the previous implementation plan period, the amounts of Housing Fund moneys utilized to assist units affordable to, and occupied by, extremely low-income households, very low-income households, and low-income households; the number, the location, and level of affordability of units newly constructed with other locally controlled government assistance and without agency assistance and that are required to be affordable to, and occupied by, persons of low-, very low-, or extremely low-income for at least 55 years for rental housing or 45 years for homeownership housing, and the amount of Low and Moderate Income Housing Fund moneys utilized to non-age restricted housing units, and the number, location, and level of affordability of those units.

### **3. Replacement Housing Requirement**

#### **CRL Requirement**

The replacement housing requirement applies to project areas established by redevelopment plans (or areas added by amendments) adopted on or after January 1, 1976. Thus, this requirement applies to Project Area B.

When residential units sheltering very low-, low- and moderate-income households are destroyed or removed, or are no longer affordable due to agency action or assistance, an agency must cause the replacement of the units within four years. Each replacement unit must include at least the

same number of bedrooms as the units that were removed. The units may be replaced with fewer units if an equal or greater number of bedrooms are provided. (Section 33413) At least thirty days prior to acquiring property or adopting an agreement that will lead to the destruction or removal of low- and moderate-income housing units, an agency must adopt by resolution a Replacement Housing Plan that generally describes the location, timing and method by which replacement housing will be provided. (Section 33413.5)

Replacement units may be located anywhere within the territorial jurisdiction of the agency. (Section 33413(a)) An agency may either construct replacement housing, or assist with the development of replacement housing through agreements with housing developers.

An agency must give priority in renting or buying housing developed as part of a redevelopment project to households displaced by an agency regardless of whether the units are inside or outside of a project area. As of January 1, 2002, AB 637 an agency must maintain a list of displaced households who are to be given priority. An agency may establish rules to determine priority.

### **Agency Policy**

The Agency's policies require priority for newly rehabilitated and constructed affordable housing to be provided to residents who have been displaced by redevelopment activities in accordance with Agency rules and regulations. The DDA anticipates a unique relocation plan for the CP-HPS 2 Project.

The Agency's Certificate of Preference Program administers this policy. The Agency will provide relocation assistance and benefits in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and will meet applicable federal, state, and local regulations. The destruction or removal of existing housing units is not an objective of the Redevelopment Plan, and the Plan Amendment does not include any change to eminent domain authority. However, the Agency has contributed financially to the revitalization and construction of the Hunters View Housing Development, which triggers the requirement that the Agency adopt a Relocation Plan and Replacement Housing Plan.

### ***Hunters View Relocation Plan***

The Relocation Plan for the Hunters View project was adopted in February 2009 and addresses the specific rights and responsibilities regarding the relocation of residents. A process that involved extensive consultation with the residents, the Guiding Principles of the Hunters View project are:

- Resident participation throughout the entire revitalization process;
- One-for-One replacement of all public housing units;
- Phased construction to allow for on-site temporary relocation; and
- First right for current residents to occupy the new public housing units.

In addition to the Relocation Plan, the Agency must develop a replacement housing plan before the destruction or removal of the housing units. Pursuant to CRL Section 33413.5, the replacement housing plan must describe:

*(1) The general location of housing to be rehabilitated, developed, or constructed pursuant to Section 33413,*

*(2) An adequate means of financing such rehabilitation, development, or construction,*

*(3) A finding that the replacement housing does not require the approval of voters pursuant to Article XXXIV of the California Constitution, or that such approval has been obtained,*

*(4) The number of dwelling units housing persons and families of low or moderate income planned for construction or rehabilitation, and*

*(5) The timetable for meeting the plan's relocation, rehabilitation, and replacement housing objectives.*

The Agency Commission approved the Replacement Housing Plan for the Hunters View project on February 16, 2010. The Hunters View project is complex as the revitalization effort coordinates on-site relocation of existing residents, develops the units in phases in order to facilitate relocation, and constructs an entirely new street system and infrastructure. In accordance with the Guiding Principles and the Relocation Plan, 48 households were relocated onsite in late 2009 for Phase I construction.

### ***Alice Griffith Relocation Plan***

As required by CRL, a Relocation Plan and Replacement Housing Plan is anticipated to be adopted for the Alice Griffith Housing Development prior to redevelopment activities at the site.

The rebuilding of the Alice Griffith Housing Development will be undertaken following the Hope SF principles, which include:

- One-for-one replacement of public housing units;
- Creation of an economically integrated community;
- Maximization of new, affordable housing units;
- Resident involvement at the highest levels of participation throughout the entire project;
- Provision of economic opportunities through the rebuilding process;
- Integration of the public housing rebuilding with other neighborhood improvement plans;
- Creation of an environmentally sustainable and accessible community; and
- Creation of a strong sense of community.

For all new development within the Project Area, the Agency does not anticipate undertaking any additional activities or providing assistance to other activities that will result in the displacement of occupants.

## **4. Affordable Housing Production Plan**

Redevelopment agencies administering project areas created by redevelopment plans adopted on or after January 1, 1976 and territory added to project areas by amendments adopted on or after January 1, 1976 must meet an affordable housing production requirement. As part of an implementation plan, an agency must adopt the Housing Production Plan, a plan showing how the agency intends to meet its affordable housing production requirements. The plan must be consistent with the community's housing element and must cover the following time periods:

- Production over the ten year compliance period (through 2016).
- Production through the life of the Redevelopment Plan (through 2036).



## **a. CRL Affordable Housing Production Requirements**

CRL Section 33413(b) establishes the following affordable housing production requirements for any Post-1975 Redevelopment Project Area:

- At least 15% of all new and substantially rehabilitated dwelling units developed within the redevelopment project area by public or private entities or persons other than a redevelopment agency must be available at affordable housing to, and be occupied by, persons and families of low- or moderate-income; and
- At least 30% of Agency developed or built housing units be available at affordable housing to, and be occupied by, persons and families of low- or moderate- income; and 50% of such units must be available at affordable housing cost to, and be occupied by, persons and families of very low-income.

The Agency itself does not plan to directly develop any housing in Project Area B. Since it is not directly developing housing, the Agency does not have an affordable housing production requirement with respect to Agency-developed housing.

## **b. Redevelopment Plan Production Goals**

The Agency is committed to meeting CRL requirements in the Project Area. To achieve these goals, the Agency has developed separate production goals for Candlestick Point (Zone 1) and Non-Candlestick Point (Zone 2), according to the Redevelopment Program and resources necessary to leverage affordable housing in the Project Area.

### **Non-Candlestick Point Production Goals**

The Redevelopment Plan requires the Agency to exceed the CRL requirements in the Non-Candlestick Point portion of the Project Area. The specific requirement is as follows:

*In Zone 2 of the Project Area, the Agency shall exceed this Community Redevelopment Law requirement by making at least twenty-five percent (25%) of all new and substantially rehabilitated dwelling units developed within Project Area B by public or private entities or persons other than the Agency be available at affordable housing cost to, and occupied by, persons and families of extremely low-, very low-, low- or moderate-income, as defined by the CRL. Not less than forty percent (40%) of the dwelling units required to be available at affordable housing cost to, and occupied by, persons and families of extremely low-, very low-, low- or moderate-income shall be available at affordable housing cost to, and occupied by, extremely low- and very low-income households. In addition, within Zone 2 of the Project Area, the maximum income eligibility shall reflect the lower household incomes within the Bayview Hunters Point community and shall therefore be fifty percent (50%) of AMI for rental units and one hundred percent (100%) of AMI for owner-occupied units with a goal of achieving an average of eighty percent (80%) of AMI for owner-occupied units.<sup>12</sup>*

### **Candlestick Point Production Goals**

In Candlestick Point, the Agency will meet the CRL inclusionary requirement through implementation of disposition and development agreements and owner participation agreements that include the CP-HPS 2 Below Market Rate Housing Plan.

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<sup>12</sup> Section 1.7.2, Draft Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, San Francisco Redevelopment Agency, March 2010.

### **c. Affordable Housing Participation Policy**

To facilitate the Agency's compliance with the affordable housing production goals, the Redevelopment Plan requires inclusionary housing obligations on developers of market rate housing.

#### **Non-Candlestick Point Inclusionary Policy**

In the Non-Candlestick Point portion of the Project Area, developers of housing must comply with the citywide Inclusionary Housing Ordinance, with some exceptions, as follows:

*In Zone 2 of the Project Area, developers of housing shall comply with the citywide Inclusionary Housing Ordinance, as described in Sections 315 et seq. of the Planning Code, and as it may be further amended from time to time, except that: (a) the duration, monitoring, marketing, and controls for affordable units shall be consistent with the Community Redevelopment Law and Agency policy; (b) the number of units required under Sections 315.4 and 315.5 of the Planning Code shall be increased to at least fifteen percent (15%) of all units constructed on the project site and twenty percent (20%) of all units constructed off-site; (c) the construction of off-site units under Sections 314.4(e)(1) and 315.5 of the Planning Code shall occur only at a site within Zone 2 of the Project Area; (d) the payment of an in lieu fee under Sections 314.4(e)(2) and 315.6 of the Planning Code shall be made to the Agency instead of the Mayor's Office of Housing; and (e) the definition of "affordable to qualifying households" in Section 315.1 means: (1) for rental units in an affordable housing project, the goal will be to establish a rent that is affordable to households whose combined annual gross income for all members does not exceed fifty percent (50%) of Area Median Income; and (2) for owned units in an affordable housing project, the goal will be to establish an average maximum purchase price that is affordable to households whose combined annual gross income for all members does not exceed eighty percent (80%) of Area Median Income, assuming an annual payment of all housing costs of thirty-three percent (33%) of the combined household annual net income, a five percent (5%) down payment and available financing consistent with the Limited Equity Program, or such successor affordable homeownership program as the Agency may implement.<sup>13</sup>*

#### **Candlestick Point Inclusionary Policy**

In the Candlestick Point portion of the Project Area, developers of housing must comply with the following:

*In Zone 1 of the Project Area, developers of housing must comply with the requirements of the CP-HPS Phase 2 Below-Market Housing Plan, which requires, among other things, permanently-affordable, inclusionary units that are restricted to households earning between eighty percent (80%) and one hundred-twenty percent (120%) for each market-rate parcel and developer subsidies for each affordable housing unit constructed on Agency-owned land in Zone 1 of the Project Area.<sup>14</sup>*

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<sup>13</sup> Section 1.7.3. Draft Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, San Francisco Redevelopment Agency, March 2010.

<sup>14</sup> Ibid.

**d. Agency's Affordable Housing Production Obligations**

This Implementation Plan, as required by the CRL, includes the Housing Production Plan, which estimates the number of new and rehabilitated dwelling units to be produced in Project Area B and the number of units for very low-, low- and moderate-income households to be developed in order to meet CRL inclusionary housing requirements. The provision of very low, low and moderate income housing units conforms to the stated goals and objectives of the General Plan and Housing Element.

**e. Affordable Housing Production Plan**

**CRL Obligation for Non-Agency Developed Housing**

***Over Ten Year Compliance Period (through 2016)***

Based upon the forecast of 1,347 housing units to be produced in Project Area B through 2016, the Agency will have a CRL obligation to ensure 202 units (15 percent) are affordable to very low-, low- and moderate-income households. Of these, 81 units (40 percent) must be available at affordable housing cost to very low-income households.

***Over Life of Project Area B Redevelopment Plan***

A total of 11,294 housing units are projected to be produced in Project Area B over the life of the Plan Amendment. Based upon these projections, the Agency will have a CRL obligation to ensure 1,695 units (15 percent) are affordable to very low-, low- and moderate-income households. Of these, 678 units (40 percent) must be available at affordable housing cost to very low-income households.

**Projected Affordable Housing Production**

***Over Ten Year Compliance Period (through 2016)***

The Agency forecasts that of the 1,347 projected housing units to be produced in Project Area B through 2016, approximately 735 units will be available to households of very low-, low- or moderate-income and 501 units will be affordable to households of very low-income. As shown in Table VI-5, the Agency will significantly exceed the CRL obligation during the ten year compliance period (through 2016).

***Over Life of Project Area B Redevelopment Plan***

As presented in Table VI-5, the Agency projects that of the 11,294 housing units to be produced in Project Area B over the term of the Redevelopment Plan, 2,656 units will be affordable to households of very low-, low- and moderate-income and 1,616 units will be affordable to households of very low-income. Thus, the Agency will significantly exceed the CRL affordable housing production obligations.

**Table VI-5  
Housing Production, CRL Affordable Housing Obligation and Affordable Housing Production  
Bayview Hunters Point Redevelopment Project Area**

	Through 2011	2012 - 2016	Ten-Year Compliance Period (2007 - 2016) <sup>a</sup>	Percent of Total Through 2016	Total over Life of Plan Amendment <sup>b</sup>	Percent of Total
<b>Housing Production in Project Area B<sup>c</sup></b>						
New Units	668	679	1,347		11,294	
Substantial Rehabilitation	0	0	0		0	
<b>Total</b>	<b>668</b>	<b>679</b>	<b>1,347</b>		<b>11,294</b>	
<b>CRL Affordable Housing Obligation<sup>d</sup></b>						
Very Low	41	41	81	6%	678	6%
Very Low, Low or Moderate	101	102	202	15%	1,695	15%
<b>Affordable Housing Projected Production<sup>e</sup></b>						
Very Low	165	336	501	37%	1,616	14%
Very Low, Low or Moderate	354	381	735	55%	2,656	24%
<b>Affordable Production in Excess of Meeting CRL Requirements</b>						
Very Low	124	295	419		938	
Very Low, Low or Moderate	253	279	532		961	

Note: Percentages may not add exactly due to rounding. CRL affordable housing production requirements are rounded up to the nearest whole unit.

a. As required by CRL, total units over ten year compliance period (Section 33490(a)(2)(B)).

b. As required by the CRL, total units over the life of the Redevelopment Plan (Section 33490(a)(2)(B)).

c. Total number of residential units (affordable and market rate) to be produced in Project Area B during the specified time period. Does not include replacement units.

d. Number of affordable units required based on units produced. CRL affordable housing production obligation for non-Agency developed housing requires 15% of total units to be available at affordable cost. Of those units, CRL requires at least 40% to be affordable to very low income households (6% of the total units). Agency developed housing has higher inclusionary requirements, however, the Agency has not, and does not anticipate, directly developing units.

e. Number of units projected to be produced to meet or exceed the CRL affordable housing production obligation.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.



## **5. Housing Program**

### **a. Housing Program Requirement**

Agencies are required to prepare a Housing Program with estimates of the number of new, rehabilitated or price restricted affordable housing units to be assisted during each year of the five year Implementation Plan period. The Housing Program must also include estimates of expenditures of moneys from the Housing Fund during each of the five years. Finally, it must include a description of how the Agency will implement the expenditure requirements over the ten year compliance period.

### **b. Housing Program**

This section serves as the Agency's Housing Program for the Five Year Implementation Plan period.

#### **Housing Program Goals, Objectives and Activities**

During the five year Implementation Plan period, the Agency has concentrated and will continue to concentrate on housing activities that are most applicable to the Agency's goals and objectives. In developing its affordable Housing Program, the Agency has been guided by the goals and objectives of the Framework Housing Plan, as well as the City's Housing Element of the General Plan and Consolidated Plan, incorporated into this Implementation Plan by this reference. Through its affordable housing activities, the Agency will support and advance the overall Housing Element programs as well as contribute to the implementation of the policies and strategies identified in the City's Consolidated Plan.

The Framework Housing Program objectives include:

- Preserve the existing housing stock.
- Promote residential occupancy by Project Area residents.
- Maintain the existing balance between ownership and rental housing.
- Enhance and improve existing neighborhoods through the rehabilitation of existing housing and enforcing blight ordinances.
- Promote sensitive and complementary infill development in established neighborhoods.
- Promote residential mixed-use development in appropriate locations.
- Require that new residential and mixed use residential developments "fit" into the Bayview Hunters Point neighborhood through well-planned urban design and contextual architecture.
- Improve the coordination and provision of housing assistance and affordable housing for community seniors.

The Agency will make every effort to encourage the preservation and development of housing affordable to a variety of income levels combining various funding sources, and partnering and collaborating with other entities dedicated to the preservation and development of affordable housing. The Agency is confident it will be able to meet its affordable housing production obligations and expenditure requirements within the ten year compliance period, as well as over the life of the Redevelopment Plan.

The Agency recognizes the important role of the Housing Program and its activities in its overall Redevelopment Program. Consequently, the proposed Housing Program should be viewed not

simply as the means of implementing the Agency's stated goals and objectives related to affordable housing, but as a key element in its overall blight alleviation and revitalization efforts. The Agency housing activities to date include the following:

- Support the revitalization of the Hunters View Housing Development through financial contribution and partnering with the San Francisco Housing Authority and other City departments and agencies in the planning process;
- Complete the construction of 124 first time homebuyer units and 112 senior rental units at Armstrong Place at (5600 Third Street);
- Complete the construction of Bay Oaks, a mixed-use development at 4800 Third Street, which provides 18 affordable condominium units 2,100 square feet of ground floor space;
- Assist the development of 73 units of affordable housing at 660 Third Street for formerly homeless families and individuals through financial contribution and during the predevelopment process.
- Complete construction of Providence Housing (4601 Third Street), which provides 50 unit of rental housing for very low-income seniors;
- Initiate the Bayview Model Block Program through the selection of 1700 Newcomb Avenue, a multi-pronged effort to improve the quality of life for existing homeowners and residents, including:
  - Streetscape improvements, such as installation of permeable driveways, parking lanes and improved crosswalk paving, traffic calming and the creation of community gathering spaces.
  - A loan program to enable residents in undertaking home repairs and renovations.
- Select additional blocks for participation in the Bayview Model Block Program.

### **Proposed Housing Expenditures**

The primary funding source for the Agency's affordable housing activities during the five year Implementation Plan period has been and will continue to be funding from the Citywide Housing Fund. A secondary funding source will be tax increment generated by Project Area B.

The Agency has deposited and will continue to deposit funds from Project Area B into the Housing Fund. Based on the Agency's projections, the Agency estimates that the total five year deposit of tax increment revenue into the Housing Fund will total \$16.35 million between FY 2006/07 and FY 2010/11, as shown in Table V-1.

The Agency will expend moneys from the Housing Fund over the five years on the activities described above. The Agency will use these revenues to leverage other funding sources devoted to the provision of affordable housing to maximize the number of affordable units that can be developed or substantially rehabilitated. These other funding sources include CDBG and HOME Investment Partnership funds from HUD, CalHFA, HCD program, and Low income Housing Tax Credit equity funds. Any other loans, grants or financial assistance from any other public or private source may be utilized if available. The Agency also plans to leverage funds through other affordable housing programs.

### **Housing Fund Assisted Affordable Housing Production**

The Agency continues to maximize various opportunities as they are presented and to initiate actions as necessary, consistent with the CRL and the City's Housing Element, to preserve and

facilitate the development of housing affordable to households whose basic needs are not met by the private housing market.

As discussed above, the Agency has committed funding from the Citywide Housing Fund to initiate development of mixed-use/affordable housing projects at 4800 and 5600 Third Street and a senior housing project at 4601 Third Street as follows:

- 112 affordable senior apartments 5600 Third Street
- 124 affordable non-age restricted townhomes 5600 Third Street
- 18 affordable non-age restricted condominiums 4800 Third Street
- 50 affordable senior apartments 4601 Third Street

In addition, the Agency is contributing financial and other resources to the revitalization of two public housing developments within the Project Area: Alice Griffith Housing Development and Hunters View Housing Development. The new developments will assist the replacement of the existing public housing units—256 at Alice Griffith and 267 units at Hunters View—as well as approximately 232 units of new affordable housing and at least 122 market rate units.

The Agency funded a report to determine the feasibility of a senior supportive housing development in the Project Area in October 2006. This project represents one component of a larger Aging Campus vision as outlined in the Concept Plan and included in the Redevelopment Plan. Since that time, the Agency has been instrumental in the selection of a developer, engagement of pro bono legal counsel and gaining control of the site. The project proposes 121 units affordable to very low-income seniors.

Table VI-6 presents the housing units to be assisted by the Housing Fund over the five year Implementation Plan period. In summary, from FY 2006/07 through 2010/11, the Agency plans to assist 378 affordable units.

Please note that the number of affordable housing units in Table VI-6 does not correspond to the number of affordable housing units in Table VI-5. Table VI-5, which addresses housing production and affordable housing obligations and production, presents affordable housing units produced with and without Agency assistance. These estimates are completed units. Table VI-6, which addresses Housing Fund requirements, includes affordable housing units to be produced with Agency assistance (and the units may not as yet be completed).

## **6. Compliance with Minimum Affordability Standards**

CRL Section 33334.2 requires affordable dwelling units to remain available at affordable housing cost to, and be occupied by, persons and families of very low-, low- or moderate-income for the longest feasible time, but not less than 55 years for rental units, and not less than 45 years for owner-occupied units. The Agency requires all housing developments receiving Housing Fund assistance and Agency issued bond financing to comply with such requirements and will continue to comply with such minimum requirements. The Agency will negotiate required affordability terms beyond the CRL minimum requirements, whenever feasible.

**Table VI-6**  
**Affordable Housing to be Assisted with the Housing Fund**  
**FY 2006/07 to FY 2010/2011**  
**Bayview Hunters Point Redevelopment Project Area**

Affordable Housing Program	Number of Units by Targeting <sup>a</sup>		Housing Fund Authorizations <sup>c</sup>					Total
	Income Restricted	Age Restricted	FY 2006/07	FY 2007/08 <sup>d</sup>	FY 2008/09 <sup>e</sup>	FY 2009/10 <sup>f</sup>	FY 2010/11 <sup>f</sup>	
<b>New Construction-Owner Occupied Units</b>								
<b>Projects and Activities</b>								
5600 Third Street	124	0	\$ -	\$ 20,500,000	\$ -	\$ -	\$ -	\$ 20,500,000
4800 Third Street	18	0	\$ -	\$ 6,800,000	\$ -	\$ -	\$ -	\$ 6,800,000
Hunters View	21	0	\$ -	\$ -	\$ 4,410,000	\$ -	\$ -	\$ 4,410,000
<b>Subtotal - New Construction-Owner Occupied Units</b>	<b>142</b>	<b>0</b>	<b>\$ -</b>	<b>\$ 27,300,000</b>	<b>\$ 4,410,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,710,000</b>
<b>New Construction-Rental Housing</b>								
<b>Projects and Activities</b>								
5600 Third Street	115	115	\$ -	\$ 1,660,000	\$ 10,800,000	\$ -	\$ -	\$ 12,460,000
6600 Third Street	72	0	\$ -	\$ -	\$ 4,900,000	\$ 2,000,000	TBD	\$ 6,900,000
Hunters View	83	0	\$ -	\$ 3,500,000	\$ 7,800,000	\$ 430,000	\$ 3,000,000	\$ 14,730,000
Future Projects <sup>b</sup>	121	121	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,000,000	\$ 9,000,000
<b>Subtotal - New Construction-Rental Housing Units</b>	<b>236</b>	<b>236</b>	<b>\$ -</b>	<b>\$ 5,160,000</b>	<b>\$ 23,500,000</b>	<b>\$ 5,430,000</b>	<b>\$ 9,000,000</b>	<b>\$ 43,090,000</b>
<b>Total</b>	<b>378</b>	<b>236</b>	<b>0</b>	<b>\$ 32,460,000</b>	<b>\$ 27,910,000</b>	<b>\$ 5,430,000</b>	<b>\$ 9,000,000</b>	<b>\$ 74,800,000</b>

a. The total number of housing units assisted with Housing Fund monies, as shown in this table, differs from the number of housing units counted toward the affordable housing production requirement, as shown in Table IV-5. Table IV-5 includes affordable housing produced with and without Housing Fund assistance. This table shows units assisted, not necessarily completed. All of the Housing Fund assisted units must have affordability covenants of at least 45 years for ownership and 55 years for rental units.

b. Unit and expenditure figures are estimates and subject to change.

c. The Agency is using existing Citywide Housing Fund monies to start its affordable housing activities in Project Area B.

d. The Housing Fund authorizations include Citywide Housing Funds and \$3,381,000 in funds generated from Project Area B.

e. The Housing Fund authorizations include Citywide Housing Funds only.

f. The Housing Fund authorizations include Citywide Housing Funds and estimates for upcoming authorizations for Project Area B Funds.

Source: San Francisco Redevelopment Agency, Seifel Consulting Inc.



**Appendix I:**  
**Relocation Plan**

**RELOCATION PLAN  
BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT**



**SAN FRANCISCO REDEVELOPMENT AGENCY**  
1 South Van Ness Avenue  
San Francisco, California 94103

Resolution No. 34-2006  
Adopted March 7, 2006

<b><u>I.</u></b>	<b><u>INTRODUCTION</u></b> .....	<b>1</b>
<b><u>II.</u></b>	<b><u>PROPERTY ACQUISITION</u></b> .....	<b>1</b>
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## I. INTRODUCTION

California public agencies that displace residents and businesses, including non-profit organizations, from real property as a consequence of acquiring property or through other displacing activities, such as demolition or renovation, are required to provide such “Displaced Persons” with relocation assistance and benefits in accordance with applicable Federal, State and local regulations, such as rules and regulations of the Uniform Relocation Assistance and Real Property Acquisition Polities Act of 1970 (“URA”), the California Relocation Assistance Act of 1970 (“CRA”), and the rules and regulations adopted by the State of California’s Department of Housing and Community Development (“HCD”), each as amended from time to time.

The Redevelopment Agency of the City and County of San Francisco (the “Agency”) may acquire property in Project Area B for the purpose of effecting redevelopment. Although the Agency does not anticipate that redevelopment activity will result in any displacement of persons or businesses, the Agency is required by law to develop and adopt this Relocation Plan. Pursuant to Section 33411 *et seq.* of the Community Redevelopment Law, the Agency Commission adopted this Relocation Plan to govern the relocation of Displaced Persons in the Bayview Hunters Point Redevelopment Project Area..

## II. PROPERTY ACQUISITION

The Bayview Hunters Point Redevelopment Plan “Redevelopment Plan” authorizes the Agency to acquire property within Project Area B for the purposes described in the Redevelopment Plan. In all instances where the Agency desires to acquire property, the Agency will first attempt to reach a negotiated agreement with the property owner in accordance with the property acquisition procedures contained in state law. These procedures include the following:

1. The Agency will determine the fair market value of the property, based on preparation of an independent appraisal.
2. The Agency will provide the property owner with a written offer to acquire the property for the fair market value of such property as determined by the appraisal.
3. The Agency will also negotiate with the property owner on the terms of a purchase and sale agreement.

If a negotiated agreement with the property owner is reached, the Agency will also comply with the relocation requirements of applicable law, if such acquisition will result in displacement of occupants.

If a negotiated agreement cannot be reached, the Agency may consider the use of eminent domain, subject to the prohibitions and limitations on the use of eminent domain contained in the Redevelopment Plan, which are as follows:



#### 1.4.5 Prohibitions and Limitations on Use of Eminent Domain

Under no circumstances, shall the Agency acquire, through its use of eminent domain, real property in Project Area A because this power expired in 1981.

The Agency may exercise the power of eminent domain only if the Agency complies with state law including, but not limited to, the requirement in Section 1245.230 of the Code of Civil Procedure to adopt a resolution of necessity finding that acquisition of such property through eminent domain is in the public interest, and necessary to carry out the Redevelopment Plan. In addition, the use of eminent domain shall be subject to the following limitations and prohibitions:

- The Agency shall not acquire, through the use of eminent domain, real property in a Residential (R) District, as defined by the Planning Code (“R” zone), in Project Area B.
- The Agency shall not use eminent domain to acquire publicly owned property including without limitation, property owned by the San Francisco Housing Authority.
- Eminent domain proceedings, if used in Project Area B, must be commenced within twelve (12) years from the Effective Date. This time limitations may be extended only by amendment of this Redevelopment Plan, as adopted and approved by the Board of Supervisors and the Agency Commission, following a community process.
- The Agency shall not use eminent domain to acquire property without first seeking a recommendation from the PAC or appointed citizens advisory committee. The Agency hereby expresses its commitment to maintain a PAC or an appointed citizens advisory committee for twelve (12) years or for as long as the Agency retains the power of eminent domain.
- The Agency shall not acquire real property in Project Area B to be retained by an owner pursuant to an Owner Participation Agreement, unless the owner fails to perform under that agreement and as a result the Agency exercises its reverter rights, if any; or successfully prosecutes a condemnation or eminent domain action.
- The Agency shall use eminent domain on a parcel not zoned “R” (Residential) only as a last resort after the property owner has failed, after reasonable notice, to correct one or more of the following conditions:
  - The property contains an unreinforced masonry building (UMB) that has not been seismically retrofitted by the date required by City ordinance.

- The property contains a building in which it is unsafe or unhealthy for persons to live or work as determined by the Department of Building Inspection, after failure to comply with an order of abatement of such conditions pursuant to Section 102 of the Building Code.
- The property contains uses that pose a threat to the public's safety and welfare as formally determined through major citations by the appropriate City agencies or departments, including, but not limited to the San Francisco Police Department, San Francisco Fire Department, San Francisco City Attorney's Office, San Francisco District Attorney's Office, San Francisco Department of Public Health, San Francisco Department of Building Inspection, and San Francisco Planning Department.
- A parcel that is vacant, used solely as a surface parking lot (not accessory to another use), or contains a vacant or substantially vacant (approximately 75% or more of the rentable area) building(s) and the owner has no active plans for a new use or development.
- Under-utilization of a property of irregular form and shape, and of inadequate size that substantially hinders its economically viable uses for development consistent with this Redevelopment Plan.

If the Agency acquires property by eminent domain, then the Agency will also comply with the relocation requirements of applicable law, if such acquisition will result in displacement of occupants.

### **III. RELOCATION METHOD**

In all instances where displacement of existing occupants may result from property acquisition by the Agency or as a result of Agency assisted redevelopment, the Agency will carry out or supervise relocation activities and the provision of relocation benefits in accordance with state law, or federal law where acquisition or redevelopment is financed with federal funds. The Agency will also comply with the relocation and replacement housing requirements of the Community Redevelopment Law.

In most instances, state law and the guidelines adopted by HCD ("HCD Guidelines") govern the applicable relocation assistance requirements. Pursuant to Resolution No. 78-93, the Agency has adopted the HCD Guidelines as the Agency's Relocation Assistance Rules, which also provide that a grievance may be filed from relocation determinations to the Relocation Appeals Board established pursuant to Chapter 24B of the City's Administrative Code.

Where federal funding is provided for a development, eligible residential occupants who will be displaced by such development may be entitled to receive relocation assistance pursuant to

federal law. In such instance, the Agency will comply with the requirements of either state or federal law that provide the greater benefits to eligible residential occupants who will be displaced.

Prior to displacement, the Agency will require preparation of a site-specific relocation plan. Such relocation plan will be prepared as soon as practicable after negotiations are initiated by the Agency to acquire the property or when the Agency authorizes a loan or grant of Agency funds for the development of a site. If less than sixteen households will be displaced, the Agency may utilize the Model Relocation Plan developed by HCD. In all instances, no residential household entitled to relocation benefits shall be displaced until a suitable and comparable dwelling unit has been made available to such household.

**MEMORANDUM**

**TO:** Agency Commissioners

**FROM:** Fred Blackwell, Executive Director

**SUBJECT:** Authorizing a Replacement Housing Plan for 113 units planned for demolition in Phase I of the Hunters View revitalization project and acceptance of the vacated portion of Fairfax Street, and adopting environmental findings pursuant to the California Environmental Quality Act, for the Hunters View Housing Development; Bayview Hunters Point Redevelopment Project Area.

**EXECUTIVE SUMMARY**

The new Hunters View development will provide for full replacement of the currently existing, significantly distressed, 267 public housing units, the addition of approximately 226 units of mixed-income rental, and for-sale housing, all constructed as part of a green and sustainable community (the "Project"). The Hunters View development is the first to utilize the "HOPE SF" financing structure, an innovative program developed by the City in response to the lack of Federal HOPE VI funds which would have historically been used for a project of this kind. The Project will also receive funding from the Agency, City, State, Federal and private sources.

The Hunters View Associates, L.P. ("HVALP" or the "Developer") is a California Limited Partnership comprised of John Stewart Co., Hunters View Affordable Housing, Inc., a wholly-owned subsidiary of Ridge Point Non-Profit Housing Corporation, and Devine and Gong, Inc. The HVALP has created a master plan of streets, parks, housing, and community facilities and incorporated a phasing plan to accommodate on-site relocation of existing residents while a new, mixed-income community is constructed. Each phase will include the demolition of existing housing and construction of replacement public housing units, affordable rental units, infrastructure, and community facilities.

The first phase of the Hunters View development comprises the demolition of 18 buildings, with 113 total units. Pursuant to California Health and Safety Code Section 33413.5, whenever low- or moderate-income units are demolished as part of a redevelopment project that includes Agency funding, the Agency is required to adopt a replacement housing plan which demonstrates that the demolished units will be replaced within the jurisdiction of the Agency within 4 years.



Also within the first phase of development is the vacated Fairfax Street right of way owned by the City and County of San Francisco Department of Public Works (the "City"). This right of way has been vacated in order to facilitate the re-design of Fairfax Street and create a new connection to the Hunters View development. This portion of land is adjacent to the Agency parcel, known as AA-3 and located at the southeast corner of Fairfax and Keith Streets (see attached map). Acceptance by the Agency of this vacated land allows the Agency to assemble the parcels for future disposition to the Developer so that the revitalization program for the project can be realized.

On June 12, 2008, the San Francisco Planning Commission certified the Final Environmental Impact Report ("FEIR") for the Project in Motion No. 17617, adopted environmental findings pursuant to the California Environmental Quality Act ("CEQA") in Motion No. 17618, and approved the conditional use authorization for the Project in Motion No. 17621. On September 16, 2008, the Agency Commission adopted Resolution No. 111-2008, approving an Amended and Restated Loan Agreement for Phase I predevelopment and construction of the very low-income rental housing. Agency staff has reviewed the proposed authorization of the execution of the Certificate of Acceptance for vacated land in the Fairfax Street right of way and has considered and reviewed the FEIR, and has determined that this is another Implementing Action for construction of the Hunters View revitalization project, pursuant to the approvals granted by the Planning Commission. Staff finds that the environmental findings of Resolution No. 111-2008 remain valid and are applicable to the current proposed action.

The Replacement Housing Plan is a technical document required pursuant to the California Health and Safety Code, that would not directly cause any change in the physical environment and is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3).

*Staff recommends authorizing the Replacement Housing Plan for 113 housing units planned for demolition in Phase I of the Hunters View revitalization project, Hunters View housing development, Middle Point and West Point Roads, Bayview Hunters Point Redevelopment Project Area.*

*Staff recommends authorizing execution of the Certificate of Acceptance for vacated land in the Fairfax Street right of way from the City and County of San Francisco, Department of Public Works for future disposition to the Hunters View housing development, Middle Point and West Point Roads and adopting environmental findings pursuant to the California Environmental Quality Act, Bayview Hunters Point Redevelopment Project Area.*

## **BACKGROUND**

In 2002, the San Francisco Housing Authority ("SFHA") completed a comprehensive physical needs assessment of all SFHA properties and identified a number of sites with extensive physical problems, poorly configured site plans, inadequate building structures and/or underutilized sites where higher densities could provide additional affordable

housing. One of the sites identified was Hunters View, located within the Bayview Hunters Point Redevelopment Project Area. Hunters View Associates, L.P. (“HVALP”), comprised of the John Stewart Company (“JSCo”), Devine and Gong, Incorporated (“DGI”), and Hunters View Affordable Housing, Inc. (“HVAH”), a wholly-owned subsidiary of Ridge Point Nonprofit Housing Corporation, was selected in 2003 by the San Francisco Housing Authority to undertake the redevelopment of the Hunters View site.

Since its selection, HVALP has engaged a master planning architect (WRT Solomon, ETC), landscape architect, design architects (Paulett Taggart Architects and Ian Birchall Architects), engineers and a project consultant (collectively the “Development Team”) to implement the Hunters View revitalization program. The Development Team has created a comprehensive housing, infrastructure and open space plan, received entitlements for Phase I vertical development, approvals of an environmental impact report, tentative map, street vacation, applied for and received significant additional funding for the Project, and met significant other milestones in preparation for commencement of abatement work in late February and demolition in March. HVALP has additionally conducted extensive and increasingly effective community outreach to the existing Hunters View residents and the community at large meeting regularly on topics including relocation, job training and placement, support services, and design development of this new community.

Residents from Phase 1 of the Project have been relocated and the vacant units are undergoing abatement work in preparation for demolition activities. Demolition is anticipated to begin in March, with infrastructure work and vertical construction to follow later in the year.

### **Replacement Housing Plan**

The Agency has executed loan agreements to finance master planning, predevelopment and construction of site improvements, a portion of the replacement of the existing 267 affordable housing units and additional affordable rental units on the Site. This financial assistance on a project which includes the demolition of existing low-income units triggers the requirement that the Agency adopt a Replacement Housing Plan, which plan must describe:

- (1) the general location of replacement housing units;
- (2) an adequate means of financing replacement units;
- (3) a finding that the replacement housing does not require the approval of voters pursuant to Article XXXIV of the California Constitution;
- (4) the number of replacement units and income levels; and
- (5) a timetable for meeting the replacement housing objectives.

It should be noted that the Replacement Housing Plan is not a Relocation Plan, but rather a technical document required pursuant to the California Health and Safety Code. The Relocation Plan was adopted in February of 2009 after months of resident participation, and addresses the specific rights and responsibilities relating to relocation of residents at

Hunters View. In contrast, the Replacement Housing Plan describes the units that are currently planned for demolition and the Agency's plan to ensure their timely replacement.

The Replacement Housing Plan ("Plan") is attached for reference, but briefly, the Plan addresses the above requirements in the following manner:

**(1) Location of replacement housing units**

Pursuant to the HOPE SF goals, the replacement units will be constructed on-site at Hunters View.

**(2) Means for financing replacement units**

Sources of financing for the Phase I replacement units have been identified and consists of Agency tax increment, HOPE SF, Mayor's Office of Housing, State, and Federal funds. Phase 2 will be financed with a similar combination of funds.

**(3) Finding that the replacement housing does not require the approvals of voters pursuant to Article XXXIV of the California Constitution**

Under Health and Safety Code Section 37001(f) for the purposes of Article XXXIV, the term "low rent housing project" does not include a "development [that] consists of the... replacement of dwelling units of a ... project previously or currently occupied by lower income households." In this case, the replacement units replace existing units that were previously occupied by lower income households, and, therefore, do not require Article XXXIV election approval.

**(4) Number of replacement units and income levels**

Of the 113 public housing units that will be demolished in Phase 1, 80 will be replaced as part of the new Phase 1 buildings, leaving 33 units that must be replaced within four years of their demolition. The replacement units will serve the same income levels and target population as they currently serve. Priority for re-occupancy of the revitalized housing will be given to existing residents and new residents who meet the same income level requirements as currently exist for the property.

**(5) Timetable for meeting the replacement housing objectives**

The timetable for the demolition and reconstruction of the Phase I units is as follows:

<b>Unit Size by Number of Bedrooms</b>	<b>Total Demolition For Phase I</b>	<b>Units Replaced By 5/2012</b>	<b>Units Replaced By 5/2014</b>	<b>Total Replacement for Phase I</b>
<b>1</b>	<b>3</b>	2	1	<b>3</b>
<b>2</b>	<b>40</b>	39	1	<b>40</b>
<b>3</b>	<b>42</b>	26	16	<b>42</b>
<b>4</b>	<b>28</b>	11	17	<b>28</b>
<b>5*</b>	<b>0</b>	2	0	<b>2</b>
<b>TOTALS</b>	<b>113</b>	<b>80</b>	<b>35</b>	<b>115</b>

*\*Note: There are no 5 bedroom units currently existing in Phase I, therefore the two 5 bedroom units planned for the reconstruction in this Phase are additional (and in excess of the required) Public Housing units for the purposes of this Plan.*

**Acceptance of Vacated Land at Fairfax Right-of-Way**

In the early stages of master planning activities, the project team identified the importance of re-connecting Hunters View and its residents with the surrounding community and improving access to Third Street. An unimproved section of Fairfax Street, which enters the property at Keith Street, became a logical way to achieve this connection. The Master Plan (see attached) has since incorporated this extension of Fairfax, as well as, the Agency parcel known as AA-3 to provide the street connection, open space and a park. Pursuant to Ordinance No. 192-09, adopted August 18, 2009 by the San Francisco Board of Supervisors wherein the street vacation was approved, the City has agreed to transfer the City’s interest in the vacated portion of Fairfax Street to the Agency. Staff requests approval to execute the Certificate of Acceptance for the Fairfax vacated land.

On March 16, 2010, staff will return to the Commission for approval to transfer its interest in both the vacated Fairfax land as well as its own parcel (known as AA-3) to the developer for construction of the improvements on these lands. Upon completion of the streets, sidewalks and infrastructure, these improvements will then be transferred back to the City for maintenance while the open space and park area will remain with the development.

**COMMUNITY OUTREACH**

**Hunters View Residents**

Given the complexity of the Hunters View revitalization project, including on-site relocation of existing residents, phasing of the development (to accommodate this relocation), and construction of an entirely new street system and infrastructure, a significant community outreach program is an integral part of the development process. HVALP continues to meet on a monthly (or more often) basis with residents of Hunters View to discuss the Project and work with residents to form their new community. Each meeting begins with a review of the “Guiding Principals” of the Hunters View project,



which are:

- Resident Participation throughout the entire revitalization process
- One-for-One Replacement of all public housing units
- Phased Construction to allow for on-site temporary relocation
- First Right for current residents to occupy the new public housing units

### **Broader Hunters Point Community**

The Bayview Hunters Point Project Area Committee (“BVHPAC”) has received regular updates on the progress of the Project from staff of the San Francisco Housing Authority (as owner of the site) since its inception. Staff has continued to attend committee meetings of the full BVHPAC to provide briefings to the members and the public on the Agency’s role in the project, progress, solicit feedback, address questions and concerns and request support of the currently proposed loans. At meetings of the BVHPAC Housing and Land Use Committee held in November, December and January, PAC subcommittee members heard and voted to endorse Agency Commission consideration of the request to approve the Replacement Housing Plan. The Plan was endorsed by the full PAC membership at its January 28, 2010 meeting.

### **California Environmental Quality Act**

On June 12, 2008, the San Francisco Planning Commission certified the FEIR for the Project in Motion No. 17617, adopted CEQA findings in Motion No. 17618, and approved the conditional use authorization for the Project in Motion No. 17621. In Motion No. 17618, the Planning Commission also adopted a Statement of Overriding Considerations for significant and unavoidable traffic impacts at six intersections and established a Mitigation Monitoring Program that attaches mitigation measures identified in the FEIR to the conditional use authorization. On September 16, 2008, the Agency Commission adopted Resolution No. 111-2008, approving an Amended and Restated Loan Agreement for Phase I predevelopment and construction of the very low-income rental housing. In adopting the Resolution, the Commission found that the action, whether individually or in combination with the concurrent approval of a Loan Agreement for Phase I predevelopment and construction of the low and moderate-income homeownership units, would not change the scope of the Project analyzed in the FEIR and no additional environmental review was required. The Commission further determined that the unavoidable significant effects identified in the FEIR and in Planning Commission Motion No. 17618 remain unavoidable and that the Project’s benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects were therefore acceptable. Agency staff has reviewed the proposed authorization of the execution of the Certificate of Acceptance for vacated land in the Fairfax Street right of way and has considered and reviewed the FEIR, and has determined that this is another Implementing Action for construction of the Hunters View revitalization project, pursuant to the approvals granted by the Planning Commission. Staff finds that the Certificate of Acceptance will not change the scope of the Project analyzed in the FEIR and no major revisions are required due to the involvement of new significant environmental effects or a substantial increase in the severity of significant

effects previously identified in the FEIR, that no substantial changes have occurred with respect to the circumstances under which the Project would be undertaken, that no new information of substantial importance to the project analyzed in the FEIR has become available, and that the environmental findings of Resolution No. 111-2008 remain valid and are applicable to the current proposed action.

As noted above, the Replacement Housing Plan is a technical document required pursuant to the California Health and Safety Code, Division 24, Part 1. The Replacement Housing Plan is not required for every Agency construction activity, however, it describes the low and moderate income units that are currently planned for demolition, and the Agency's plan for timely replacement of demolished units. Authorization of this Plan would not directly cause any change in the physical environment and is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3).

**Next Steps**

The requested approval of the Replacement Housing Plan allows the developer to commence demolition of the described units, construction of the infrastructure thereafter and construction of the new units beginning in the Fall of 2010. Approval of the transfer of the vacated portion of Fairfax Street allows staff to incorporate this parcel into Agency Parcel AA-3 for disposition to the developer, which action will come before the Commission for consideration at the March 16, 2010 hearing.

*(Originated by Erin Carson, Development Specialist)*

Fred Blackwell  
Executive Director

- Attachments:
1. Hunters View Replacement Housing Plan
  2. Hunters View Site Plan
  3. Plat Map of vacated portion of Fairfax Street and Agency parcel

**Appendix J:**  
**Community Participation Documentation**

## Bayview Hunters Point Project Area Committee Roster

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Source: Mayor's Office of Economic and Workforce Development, February 9, 2010.



**Table J-1**  
**Record of Proceedings of the Bayview Hunters Point Project Area Committee**  
**Meetings Relevant to the Bayview Hunters Point Redevelopment Plan Amendment**

<b>Dates</b>	<b>Agendas</b>	<b>Minutes</b>
<b>PAC-FULL COMMITTEE</b>		
4/22/10	■	
3/25/10	■	■
1/28/10	■	■
12/2/09	■	■
8/20/09	■	■
6/18/09	■	■
5/21/09	■	■
3/16/09	■	■
2/19/09	■	■
5/15/08		■
3/20/08	■	■
2/21/08	■	■
11/15/07	■	■
10/18/07	■	■
9/20/07	■	■
8/16/07	■	■
10/19/06		■
6/16/05		■
4/21/05		■
<b>PAC-EXECUTIVE COMMITTEE</b>		
5/20/10	■	
3/18/10		■
2/18/10		■
1/21/10	■	■
12/21/09	■	■
6/29/09	■	■
1/26/09	■	■
12/8/08	■	■
10/6/08	■	
9/8/08	■	
6/2/08	■	■
11/5/07	■	■
9/10/07	■	■
5/7/07	■	■
4/2/07		■
5/2/05		■

**Table J-1**  
**Record of Proceedings of the Bayview Hunters Point Project Area Committee**  
**Meetings Relevant to the Bayview Hunters Point Redevelopment Plan Amendment**

<b>Dates</b>	<b>Agendas</b>	<b>Minutes</b>
<b>PAC-HEALTH &amp; ENVIRONMENT COMMITTEE</b>		
3/9/10	■	■
2/9/10	■	
11/10/09	■	■
10/13/09	■	■
7/14/09	■	■
6/9/09	■	
6/10/08	■	
5/13/08	■	■
<b>PAC-LAND USE/PLANNING/TRANSPORTATION COMMITTEE</b>		
5/3/10	■	
4/5/10	■	■
3/1/10	■	■
2/1/10	■	■
1/4/10	■	
7/6/09	■	■
6/1/09	■	
5/4/09		■
4/6/09	■	■
3/2/09	■	■
12/1/08	■	■
10/27/08	■	■
9/29/08	■	■
8/25/08	■	■
5/19/08		■
4/28/08	■	
10/29/07	■	■
8/27/07	■	
4/30/07	■	■
2/26/07	■	■
9/25/06		■
8/28/06		■
8/29/05		■
4/25/06		■

**Table J-1**  
**Record of Proceedings of the Bayview Hunters Point Project Area Committee**  
**Meetings Relevant to the Bayview Hunters Point Redevelopment Plan Amendment**

<b>Dates</b>	<b>Agendas</b>	<b>Minutes</b>
<b>PAC-ECONOMIC DEVELOPMENT/EMPLOYMENT/HOUSING COMMITTEE</b>		
5/6/10	■	
4/1/10	■	■
3/4/10		■
2/4/10	■	■
11/5/09	■	■
5/6/09	■	■
4/1/09	■	■
10/2/08	■	■
9/4/08	■	
5/1/08	■	■
5/3/07	■	■
3/1/07		■
5/5/05		■
<b>PAC-EDUCATION COMMITTEE</b>		
5/13/10	■	
4/14/10	■	
3/11/10	■	
6/11/09	■	
6/10/08	■	
3/11/08		■
10/9/07		■
9/11/07		■
5/8/07		■
<b>PAC-EDUCATION, HEALTH &amp; ENVIRONMENT COMMITTEE</b>		
3/5/09	■	■
1/13/09	■	■
12/5/08	■	■
10/14/08	■	■
9/9/08	■	■

**Table J-1**  
**Record of Proceedings of the Bayview Hunters Point Project Area Committee**  
**Meetings Relevant to the Bayview Hunters Point Redevelopment Plan Amendment**

Dates	Agendas	Minutes
<b>JOINT LAND USE WITH CAC</b>		
3/26/07		■
<b>JOINT PAC/CAC<sup>a</sup></b>		
12/14/09	■	■
11/16/09	■	■
2/9/09	■	
1/28/09	■	■
1/15/09	■	

a. Audio recordings are available in lieu of minutes for the Joint PAC/CAC meetings indicated above. minutes. The audio recordings can be accessed on the CAC website: <http://hpscac.com/JointCAC-PAC.html>.

Source: Bayview Hunters Point Project Area Committee website, (Meetings Page), [http://bvhp-pac.org/meetings\\_agendas.htm](http://bvhp-pac.org/meetings_agendas.htm), Seifel Consulting Inc.



# The Bayview Hunters Point Project Area Committee

A community-based organization serving the interests of the Bayview Hunters Point District of San Francisco



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- [MEETINGS](#)
- [PROJECTS](#)
- [REDEVELOPMENT PLAN DOCS](#)
- [JOBS / RFPS](#)
- [LINKS](#)
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## MEETINGS

[this month's meetings](#) | [document request forms](#) | [presenter's form](#)

### Meeting Agenda/Notes Archive

Agendas and Minutes from The Bayview Hunters Point Project Area Committee meetings are available for you to download in MS Word or PDF format.

If you have questions regarding a published document or if there is a document that you can not find, please contact us. If you would like to be placed on the Agenda for one or more of our committee meetings, please fill out [The Project Evaluation Form](#). The form can be completed online. You will be contacted upon receipt and review of your completed application.

By Phone: 415-647-6857  
 E-mail: [info@bvhp-pac.org](mailto:info@bvhp-pac.org)

COMMITTEES	AGENDAS	MINUTES
<b>FULL PAC</b>	25 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a> 28 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a> 2 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 16 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 22 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 17 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 20 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 16 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 18 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 21 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 16 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 16 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 19 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 20 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 16 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 18 September 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 21 August 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 17 July 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 19 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 17 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 20 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 21 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 17 January 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 15 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 18 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 20 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 16 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 19 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 21 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>	28 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a> 2 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 17 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 20 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 18 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 21 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 16 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 16 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 19 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 20 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 15 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 20 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 21 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 17 January 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 15 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 18 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 20 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 16 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 19 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 15 February 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 19 October 2006: <a href="#">PDF</a> 21 September 2006: <a href="#">PDF</a> 16 June 2005: <a href="#">PDF</a> 19 May 2005: <a href="#">PDF</a> 21 April 2005: <a href="#">PDF</a>

	<p>17 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  19 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a></p>	
<p><b>EXECUTIVE COMMITTEE</b></p>	<p>18 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  21 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  21 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  15 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  21 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  17 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  29 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  18 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  23 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  10 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  7 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  10 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  7 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>21 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  15 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  21 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  17 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  29 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  18 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  23 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  10 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  7 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  10 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  7 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 January 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 October 2006: <a href="#">PDF</a>                  7 August 2006: <a href="#">PDF</a>                  1 August 2005: <a href="#">PDF</a>                  2 May 2005: <a href="#">PDF</a>                  7 March 2005: <a href="#">PDF</a></p>
<p><b>HEALTH &amp; ENVIRONMENT COMMITTEE</b></p>	<p>9 March 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  9 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  12 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  10 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  13 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  11 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  14 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  9 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  12 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  10 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  13 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  11 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  12 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 January 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  13 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  9 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  11 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>10 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  13 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  11 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  14 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  12 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  13 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  11 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 January 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  13 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  11 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  12 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  24 October 2006: <a href="#">PDF</a>                  12 September 2006: <a href="#">PDF</a>                  8 August 2006: <a href="#">PDF</a>                  15 November 2005: <a href="#">PDF</a></p>

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<p><b>LAND USE, PLANNING &amp; TRANSPORTATION COMMITTEE</b></p>	<p>1 March 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  7 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  14 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  29 September 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 August 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  28 July 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  28 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  31 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  29 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  24 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  21 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 February 2007: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>1 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  7 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  14 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  27 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  29 September 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 August 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  19 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  31 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  29 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  24 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  30 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 February 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                  25 September 2006: <a href="#">WORD</a> / <a href="#">PDF</a>                  28 August 2006: <a href="#">WORD</a> / <a href="#">PDF</a>                  26 September 2005: <a href="#">PDF</a>                  29 August 2005: <a href="#">PDF</a>                  25 April 2005: <a href="#">PDF</a>                  28 March 2005: <a href="#">PDF</a></p>
<p><b>ECONOMIC DEVELOPMENT, EMPLOYMENT AND HOUSING COMMITTEE</b></p>	<p>4 March 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 September 2008: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>7 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  8 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                  4 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  6 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  2 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  5 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  1 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                  3 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a></p>

	<p>10 July 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      1 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      3 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      25 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      1 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      6 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      2 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      7 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      3 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>13 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      7 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      3 January 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      1 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      6 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      2 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      7 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      3 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      1 March 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      1 February 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      4 January 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 October 2006: <a href="#">PDF</a>                      7 September 2006: <a href="#">PDF</a>                      3 August 2006: <a href="#">PDF</a>                      8 September 2005: <a href="#">PDF</a>                      2 June 2005: <a href="#">PDF</a>                      7 July 2005: <a href="#">PDF</a>                      5 May 2005: <a href="#">PDF</a>                      7 April 2005: <a href="#">PDF</a></p>
<p><b>EDUCATION COMMITTEE</b></p>	<p>11 March 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 February 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                      14 January 2010: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 December 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 November 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      8 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      9 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 June 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      14 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      8 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      8 January 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      9 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      14 August 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      8 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>8 October 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 September 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 August 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      9 July 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      14 May 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 May 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      8 April 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      9 October 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      11 September 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 July 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 June 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      8 May 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      10 April 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 March 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 February 2007: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 September 2006: <a href="#">PDF</a>                      14 June 2005: <a href="#">PDF</a>                      10 May 2005: <a href="#">PDF</a></p>
<p><b>EDUCATION, HEALTH &amp; ENVIRONMENT COMMITTEE</b></p>	<p>2 April 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      18 November 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      14 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      9 September 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      12 August 2008: <a href="#">WORD</a> / <a href="#">PDF</a></p>	<p>5 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      13 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>                      5 December 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      14 October 2008: <a href="#">WORD</a> / <a href="#">PDF</a>                      September 2008: <a href="#">WORD</a> / <a href="#">PDF</a></p>

	8 July 2008: <a href="#">WORD</a> / <a href="#">PDF</a>	
<b>JOINT LAND USE / CAC</b>		26 March 2007: <a href="#">WORD</a> / <a href="#">PDF</a>
<b>JOINT PAC / CAC</b>	9 February 2009: <a href="#">PDF</a> 15 January 2009: <a href="#">WORD</a> / <a href="#">PDF</a>	
<b>ANNUAL MEETINGS</b>	19 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 6 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 29 March 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 18 May 2006: <a href="#">WORD</a> / <a href="#">PDF</a>	6 March 2008: <a href="#">WORD</a> / <a href="#">PDF</a>
<b>BUDGET MEETINGS</b>	12 March 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 12 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 20 December 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 3 December 2007: <a href="#">WORD</a> / <a href="#">PDF</a> 26 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>	12 February 2009: <a href="#">WORD</a> / <a href="#">PDF</a> 4 February 2008: <a href="#">WORD</a> / <a href="#">PDF</a> 26 November 2007: <a href="#">WORD</a> / <a href="#">PDF</a>
<b>PAC RETREATS</b>	26 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>	23 August 2008: <a href="#">PDF</a> 26 June 2008: <a href="#">WORD</a> / <a href="#">PDF</a>

ABOUT THE PAC - MEETINGS - PROJECTS - REDEVELOPMENT PLAN DOCS - GET INVOLVED - LINKS - CONTACT US - HOME  
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<b>Candlestick Point–Shipyard Phase 2 Project Public Meetings</b>		
<b>*PAC- Bayview Hunters Point Project Area Committee</b>		
<b>*CAC- Mayors Hunters Point Shipyard Citizens Advisory Committee</b>		
<b>*CHRP-Cultural Historic Recognition Program for the Hunters Point Shipyard</b>		
<b>Meeting/Group Name</b>	<b>Date</b>	<b>Outcome/Roll at Meeting</b>
Joint PAC Land Use and CAC Executive Committee Meeting	2.8.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion
Full CAC Meeting	2.12.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion
Redevelopment Agency Commission Workshop	2.20.07	Workshop on Shipyard Phase 2-Candlestick Point Integrated Plan
Ad Hoc Bayview Transportation Improvement Project Committee Meeting	2.26.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion
CAC Planning and Development Committee Meeting	3.8.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion
Full PAC Meeting	3.15.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion
Joint PAC Land Use Committee and CAC Executive Committee Meeting	3.26.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Presentation and Discussion
CAC Executive Committee Meeting	3.28.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Presentation and Discussion
Alice Griffith Tenants Association Meeting	3.29.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion and Possible Inclusion of Alice Griffith
PAC Executive Committee Meeting	4.2.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Presentation and Discussion
Parks, Recreation Open Space Advisory Committee (PROSAC) Meeting	4.3.07	Shipyard Phase 2-Candlestick Point Integrated Plan & Open Space Discussion
Joint Full PAC and CAC Meeting	4.7.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Discussion
Full CAC Meeting	4.9.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Discussion
CAC Business and Employment Committee Meeting	4.10.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Discussion
PAC Health and Environment Committee and CAC Environment and Re-Use Committee Meeting	4.10.07	Shipyard Phase 2-Candlestick Point Conceptual Framework Discussion
Board of Supervisors Land Use Committee Meeting	4.16.07	Status update on Shipyard Phase 2-Candlestick Point plan and Conceptual Framework discussion
Redevelopment Agency Commission Workshop	4.17.07	Workshop on Shipyard Phase 2-Candlestick Point Conceptual Framework
Recreation and Parks Department Commission Meeting	4.19.07	Shipyard Phase 2-Candlestick Point Integrated plan and Conceptual Framework Presentation and MOU approval
Full PAC Meeting	4.19.07	PAC unanimous approval of Conceptual Framework and recommendation for approval by the Redevelopment Agency Commission and Board of Supervisors
Full PAC and CAC Meeting	4.23.07	unanimous approval of Conceptual Framework and recommendation for approval by the Redevelopment Agency Commission and Board of Supervisors
Planning Commission Meeting	4.26.07	Presentation of Shipyard Phase 2-Candlestick Point Integrated Plan as Part of Eastern Neighborhoods Workshops
Alice Griffith Tenants Association Meeting	4.30.07	Discussion with Residents on Shipyard Phase 2-Candlestick Point project and Alice Griffith re-build
Redevelopment Agency Commission Meeting	5.1.07	Approval of the Shipyard Phase 2-Candlestick Point Exclusive Negotiations Agreement, Conceptual Framework and MOU
Little Hollywood, Executive Park, Visitation Valley Planning Association and Visitation Valley PAC Meeting	5.3.07	Presentation and Discussion on the Shipyard Phase 2-Candlestick Point Integrated Plan/Conceptual Framework
Shipyard Artists (STAR, Artist Alliance, and The Point Tenants) Meeting	5.7.07	Discussion about Shipyard artist replacement space
Board of Supervisors Land Use Committee Meeting	5.7.07	Approval of the Shipyard Phase 2-Candlestick Point Conceptual Framework
San Francisco Sierra Club Meeting	5.10.07	Shipyard Phase 2-Candlestick Point Integrated Plan Discussion
Morgan Heights Homeowners Association Meeting	5.14.07	Presentation and Discussion on the Shipyard Phase 2-Candlestick Point Integrated Plan/Conceptual Framework
Full Board of Supervisor's Meeting	5.22.07	Approval of the Shipyard Phase 2-Candlestick Point Conceptual Framework
Navy Restoration Advisory Board Meeting	5.24.07	Presentation and Discussion on the Shipyard Phase 2-Candlestick point project and early transfer
PAC Land Use Committee Meeting	10.29.07	Shipyard Phase 2-Candlestick Point project update
Arts District Planning Workshop #1	11.1.07	Community workshop on planning for the arts district
CAC Planning and Development Committee Meeting	11.8.07	Shipyard Phase 2-Candlestick Point project update
Visitation Valley Planning Alliance Meeting	11.10.07	Presentation and Discussion of the Shipyard Phase 2-Candlestick Point project
Shipyard Artists Meeting	11.14.07	Presentation and discussion regarding new/replacement Shipyard artist studio space
Full PAC Meeting	11.15.07	Update on Shipyard Phase 2-Candlestick Point land use plan
Recreation and Parks Department Commission Meeting	11.15.07	Update on Shipyard Phase 2-Candlestick Point land use plan
Redevelopment Agency Commission Meeting	11.20.07	Update on Shipyard Phase 2-Candlestick Point land use plan
India Basin Neighborhood Association Meeting	12.1.07	Presentation and discussion of the Shipyard Phase 2-Candlestick Point project
Bayview Hill Neighborhood Association Meeting	12.3.07	Presentation and Discussion of the Shipyard Phase 2-Candlestick Point project
Parks, Recreation Open Space Advisory Committee (PROSAC) Meeting	12.4.07	Shipyard Phase 2-Candlestick Point project update
Neighborhood Parks Council-Blue Greenway Steering Committee	12.5.07	Shipyard Phase 2-Candlestick Point open space presentation and discussion
Joint Full CAC and PAC meeting	12.10.07	Update on Shipyard Phase 2-Candlestick Point land use plan
CAC Housing Committee	1.9.08	Update on Shipyard Phase 2-Candlestick Point project and Alice Griffith re-build
Planning Commission Meeting	1.10.08	Presentation and discussion of the Shipyard Phase 2-Candlestick Point project
CAC Planning and Development Committee	1.10.08	Shipyard Phase 2-Candlestick Point open space presentation and discussion
Board of Supervisors Land Use Committee Meeting	1.14.08	Presentation and Discussion of the Shipyard Phase 2-Candlestick Point project
Full CAC Meeting	1.14.08	Shipyard Phase 2-Candlestick Point project update
India Basin Neighborhood Association Meeting	1.24.08	Shipyard Phase 2-Candlestick Point project update
Area C Context Workshop	1.31.08	Presentation and Discussion of the Shipyard Phase 2-Candlestick Point project
Department of Environment Policy Committee	2.11.08	Presentation on Sustainability Plan Approach for the Shipyard Phase 2-Candlestick Point project
San Francisco Housing Action Coalition Meeting	2.27.08	Shipyard Phase 2-Candlestick Point Integrated Plan discussion and presentation
Full CAC Meeting	3.12.08	Shipyard Phase 2-Candlestick Point Integrated Plan discussion
San Francisco Planning and Urban Research Meeting	3.15.08	Shipyard Phase 2-Candlestick Point Integrated Plan discussion

<b>Candlestick Point–Shipyard Phase 2 Project Public Meetings</b>		
<b>*PAC- Bayview Hunters Point Project Area Committee</b>		
<b>*CAC- Mayors Hunters Point Shipyard Citizens Advisory Committee</b>		
<b>*CHRP-Cultural Historic Recognition Program for the Hunters Point Shipyard</b>		
<b>Meeting/Group Name</b>	<b>Date</b>	<b>Outcome/Roll at Meeting</b>
Land Plan Community Workshop #1	3.15.08	Presentation on Shipyard Phase 2-Candlestick Point Land Use Plan
Land Plan Community Workshop #2	3.17.08	Presentation on Shipyard Phase 2-Candlestick Point Land Use Plan Discussion with Residents on Shipyard Phase 2-Candlestick Point project and
Alice Griffith General Tenants Association Meeting	3.19.08	Alice Griffith re-build
Land Plan Community Workshop #3	4.2.08	Presentation on Shipyard Phase 2-Candlestick Point Land Use Plan
Land Plan Community Workshop #4	4.5.08	Presentation on Shipyard Phase 2-Candlestick Point Land Use Plan
CAC Planning and Development Committee	5.8.08	Presentation on the Draft Sustainability Plan for the Shipyard Phase 2-Candlestick Point project
Full CAC Meeting	5.12.08	Update on the Shipyard Phase 2-Candlestick Point Land Use plan and Draft Sustainability Plans
PAC Health and Environment Committee	5.13.08	Presentation on the Draft Sustainability Plan for the Shipyard Phase 2-Candlestick Point project
Full PAC Meeting	5.15.08	Shipyard Phase 2-Candlestick Point project update
PAC Land Use Committee Meeting	5.19.08	Update on the Shipyard Phase 2-Candlestick Point Draft Sustainability and Transportation Plans
Arts District Planning Workshop #2	6.3.08	Community workshop on planning for the arts district
Full CAC Meeting	6.9.08	Update on the Shipyard Phase 2-Candlestick Point Land Use and Draft Sustainability Plans
PAC Health and Environment Committee Meeting	6.10.08	Overview of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan
CAC Planning and Development Committee	6.12.08	Update on the Shipyard Phase 2-Candlestick Point Draft Sustainability and Transportation Plans
Department on the Environment Policy Committee Meeting	6.16.08	Overview of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan
Full PAC Meeting	6.19.08	Update on the Shipyard Phase 2-Candlestick Point Draft Sustainability and Transportation Plans
Southeast Community Facility Commission Meeting	6.25.08	Overview of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan
San Francisco County Transportation Authority CAC Meeting	6.25.08	Shipyard Phase 2-Candlestick Point project update
PAC Land Use Committee Meeting	6.30.08	Land Plan and Sustainability Plan updates and presentation on building 813 reuse options
CAC Planning and Development Committee Meeting	7.10.08	Shipyard Phase 2-Candlestick Point project update and update on building 103
Full CAC Meeting	7.14.08	Shipyard Phase 2-Candlestick Point project update
Building 103 Update Meeting	7.23.08	Update on Shipyard building 103
PAC Land Use Committee Meeting	7.28.08	Shipyard Phase 2-Candlestick Point project update
Arts District Planning Workshop #2	7.31.08	Community workshop on planning for the arts district
CAC Planning and Development Committee Meeting	8.14.08	Overview of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan
Department on the Environment Policy Committee Meeting	8.18.08	Shipyard Phase 2-Candlestick Point project update and discussion on EIR and Draft Sustainability Plan
CAC Housing Committee Meeting	8.18.08	Shipyard Phase 2-Candlestick Point project update
PAC Land Use Committee Meeting	8.25.08	Shipyard Phase 2-Candlestick Point project update and discussion on EIR and Draft Sustainability Plan
PAC Land Use Committee Meeting	8.25.08	Shipyard Phase 2-Candlestick Point project update and discussion on EIR and Draft Sustainability Plan
CAC Executive Committee Meeting	8.27.08	Overview of the Shipyard Phase 2-Candlestick Point Affordable Housing/Community Benefits plans
PAC Housing and Economic Development Committee Meeting	9.4.08	Overview of the Shipyard Phase 2-Candlestick Point Affordable Housing/Community Benefits plans
PAC Executive Committee Meeting	9.8.08	Shipyard Phase 2-Candlestick Point project update
PAC Health and Environment Committee Meeting	9.9.08	Shipyard Phase 2-Candlestick Point project update
CAC Planning and Development Committee Meeting	9.Sep	Update on Shipyard Phase 2-Candlestick Point open space plan and arts district planning
CAC Business and Employment Committee Meeting	9.9.08	Discussion on approach to the Shipyard Phase 2-Candlestick Point Draft Community Benefits Plan
Joint PAC/CAC Meeting	9.18.08	Overview of the Shipyard Phase 2-Candlestick Point Affordable Housing/Community Benefits plans and financial terms
CAC Executive Committee Meeting	9.23.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Urban Design Plan and follow up from previous joint PAC-CAC meeting
Navy Shipyard Meeting	9.23.08	SIES scoping meeting
South East Facility Commission Meeting	9.24.08	Update on status of Alice Griffith re-build
PAC Land use Committee Meeting	9.29.08	Update on Shipyard Phase 2-Candlestick Point open space plan and arts district planning
PAC Housing/Economic Development Meeting	10.2.08	Presentation on Shipyard Phase 2-Candlestick Point Draft Urban Design Plan and follow up from previous joint PAC-CAC meeting
PAC Executive Committee Meeting	10.6.08	Presentation on Shipyard Phase 2-Candlestick Point Draft Urban Design Plan and follow up from previous joint PAC-CAC meeting
Parks Recreation & Open Space Advisory Committee (PROSAC) Meeting	10.7.08	Shipyard Phase 2-Candlestick Point project update
CAC Planning and Development Committee Meeting	10.9.08	Presentation on Shipyard Phase 2-Candlestick Point Draft Urban Design Plan and follow up from previous joint PAC-CAC meeting
CAC Business and Employment Committee Meeting	10.14.08	Shipyard Phase 2-Candlestick Point project update
CAC Finance Subcommittee Meeting	10.17.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Financing Plan
Joint Full PAC and CAC Meeting	10.20.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Financing Plan
Redevelopment Agency Commission Information Meeting	10.21.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Financing Plan
Special Redevelopment Agency Commission Meeting	10.27.08	Endorsement of the Shipyard Phase 2-Candlestick Point Financing Plan
San Francisco County Transportation Authority Bi-County Transportation Workshop	11.5.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan
CAC Planning and Development Committee Meeting	11.13.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Urban Design Plan, building 101 & CHRP
Neighborhood Parks Council-Blue Greenway Steering Committee	11.17.08	Presentation on the Shipyard Phase 2-Candlestick Point open space program

<b>Candlestick Point–Shipyard Phase 2 Project Public Meetings</b>		
<b>*PAC- Bayview Hunters Point Project Area Committee</b>		
<b>*CAC- Mayors Hunters Point Shipyard Citizens Advisory Committee</b>		
<b>*CHRP-Cultural Historic Recognition Program for the Hunters Point Shipyard</b>		
<b>Meeting/Group Name</b>	<b>Date</b>	<b>Outcome/Roll at Meeting</b>
Board of Supervisors Land Use Committee Meeting	11.17.08	Endorsement of the Shipyard Phase 2-Candlestick Point Financing Plan
Department on the Environment Policy Committee Meeting	11.18.08	Shipyard Phase 2-Candlestick Point project update and discussion on EIR, Draft Sustainability Plan and Presentation on biodiversity and habitat
CAC Executive Committee Meeting	11.25.08	Shipyard Phase 2-Candlestick Point project update
Full Board of Supervisor's Meeting	11.25.08	Endorsement of the Shipyard Phase 2-Candlestick Point Financing Plan
PAC Land Use Committee Meeting	12.1.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan, CHRP and Building 101 Updates
Arts District Planning Workshop #3	12.3.08	Community workshop on planning for the arts district
Department on the Environment Policy Committee Meeting	12.5.08	Shipyard Phase 2-Candlestick Point project update
San Francisco County Transportation Authority Bi-County Transportation Workshop	12.10.09	Presentation on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan
CAC Planning and Development Committee Meeting	12.11.08	Presentation on the Shipyard Phase 2-Candlestick Point Draft Urban Design Plan, building 101/CHRP and Redevelopment Plan Amendments
PAC Land Use Committee Meeting	1.5.09	Presentation on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan
PAC Health and Environment Committee Meeting	1.7.09	Presentation on Liquefaction
CAC Planning and Development Committee Meeting	1.8.09	Presentation on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan, CHRP and building 101
Full CAC Meeting	1.12.09	Overview of Shipyard Phase 2-Candlestick Point Financing Plan
Department on the Environment Policy Committee Meeting	1.13.09	Shipyard Phase 2-Candlestick Point project update
Joint Full CAC and PAC meeting	1.15.09	Presentation on the Shipyard Phase 2-Candlestick Point Draft Urban Design Plan
CAC Executive Committee Meeting	1.26.09	Shipyard Phase 2-Candlestick Point project update
PAC Executive Committee Meeting	1.26.09	Shipyard Phase 2-Candlestick Point project update
Joint Full CAC and PAC meeting	1.28.09	Endorsement of the Shipyard Phase 2-Candlestick Point Urban Design Plan
Design Workshop	2.8.09	Design workshop with Shipyard building 101 artists and CAC for building 101 improvements
Joint Full PAC and CAC Meeting	2.9.09	Presentation on the Draft Transportation Plan for the Shipyard Phase 2-Candlestick Point project
PAC Health and Environment Committee Meeting	2.12.09	Shipyard Phase 2-Candlestick Point Draft Transportation Plan update, building 101/CHRP update
PAC Executive Committee Meeting	2.18.09	Shipyard Phase 2-Candlestick Point project update
CAC Executive Committee Meeting	2.23.09	Shipyard Phase 2-Candlestick Point project update
Transportation Authority CAC Meeting	2.24.09	Presentation on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan
CAC Executive Committee Meeting	2.24.09	Shipyard Phase 2-Candlestick Point project update
PAC Land Use Committee Meeting	3.2.09	Presentation on the Draft Transportation Plan for the Shipyard Phase 2-Candlestick Point project
CAC Planning and Development Committee Meeting	3.12.09	Shipyard Phase 2-Candlestick Point Draft Transportation Plan update, discussion of alternatives for study, building 101 and CHRP update
CAC Executive Committee Meeting	3.24.09	Shipyard Phase 2-Candlestick Point project update
State Legislation Committee	3.30.09	Approved authorizing legislation for Shipyard-Candlestick Point State Parks Land Exchange as a component of the City's State Legislative Agenda
PAC Land Use Committee Meeting	4.6.09	Presentation on the Draft Transportation Plan for the Shipyard Phase 2-Candlestick Point project
CAC Planning and Development Committee Meeting	4.9.09	Update on Shipyard Phase 2-Candlestick Point Draft Sustainability Plan, building 101 update
Full CAC Meeting	4.13.09	Presentation on Draft Community Benefits Plan for Shipyard Phase 2-Candlestick Point project
CAC Executive Committee Meeting	4.28.09	Shipyard Phase 2-Candlestick Point project update
Redevelopment Agency Commission Meeting	5.5.09	Approval of MOU with State Parks
PAC Economic Development and Housing Committee Meeting	5.6.09	Presentation on the Draft Community Benefits Plan for the Shipyard Phase 2-Candlestick Point project
PAC Land Use Committee Meeting	5.9.09	Presentation on the Draft Community Benefits Plan for the Shipyard Phase 2-Candlestick Point project
CAC Planning and Development Committee Meeting	5.14.09	Transportation Plan workshop, update on building 101 and CHRP, presentation on sea level rise component of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan
CAC Executive Committee Meeting	5.26.09	Shipyard Phase 2-Candlestick Point project update
PAC Land Use Committee Meeting	6.1.09	Presentation on the Draft Transportation Plan for the Shipyard Phase 2-Candlestick Point project
Potrero Hill Democratic Club Meeting	6.2.09	Candlestick Point project
CAC Planning and Development Committee Meeting	6.11.09	Presentation on SB 792
PAC Education Committee Meeting	6.11.09	Presentation on the Shipyard Phase 2-Candlestick Point Draft Community Benefits Plan, building 101 update, Draft Transportation Plan discussion
Full PAC Meeting	6.18.09	Presentation on on the Draft Community Benefits Plan for the Shipyard Phase 2-Candlestick Point project
CAC Executive Committee Meeting	6.23.09	Presentation on Draft Community Benefits Plan for the Shipyard Phase 2-Candlestick Point project
Alice Griffith Tenants Association Meeting	6.24.09	Shipyard Phase 2-Candlestick Point project update
Meeting with ACORN Community Members	6.29.09	Presentation/Update on project and MOU for the re-build of Alice Griffith
PAC Land Use Committee Meeting	7.6.09	Discussion and presentation on SB 792
CAC Planning and Development Committee Meeting	7.9.09	Presentation on MOU for the re-build of Alice Griffith
Transportation Plan Community Workshop #1	7.22.09	Presentation on habitat component of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan, update on building 101 and CHRP.
Transportation Plan Community Workshop #2	7.29.09	Community workshop on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan and trade-offs
CAC Executive Committee Meeting	7.28.09	Community workshop on the Shipyard Phase 2-Candlestick Point Draft Transportation Plan and trade-offs
Full CAC Meeting	8.10.09	Shipyard Phase 2-Candlestick Point project update
		Presentation on habitat and seal level rise components of the Shipyard Phase 2-Candlestick Point Draft Sustainability Plan

<b>Candlestick Point–Shipyard Phase 2 Project Public Meetings</b>		
<b>*PAC- Bayview Hunters Point Project Area Committee</b>		
<b>*CAC- Mayors Hunters Point Shipyard Citizens Advisory Committee</b>		
<b>*CHRP-Cultural Historic Recognition Program for the Hunters Point Shipyard</b>		
<b>Meeting/Group Name</b>	<b>Date</b>	<b>Outcome/Role at Meeting</b>
CAC Planning and Development Committee Meeting	8.13.09	Update on Transportation Plan Workshops, Shipyard Phase 2-Candlestick Point project and redevelopment plan amendments
Full PAC Meeting	8.20.09	Update on Shipyard Phase 2-Candlestick Point Community Transportation Workshops
CAC Executive Committee Meeting	8.25.09	Shipyard Phase 2-Candlestick Point Project Update
Navy Environmental Open House	8.25.09	Open House on the Hunters Point Shipyard
CAC Planning and Development Committee Meeting	9.10.09	Presentation on the Stormwater component of the Shipyard Phase 2-Candlestick Point Sustainability Plan
Community Workshop on Early Transfer	9.16.09	Workshop and Presentation on the Early Transfer of Parcels B and G on the Hunters Point Shipyard
CAC Environmental Reuse Committee Meeting	9.22.09	Report and Update from the September 16th Early Transfer Workshop
BCDC Design Review Board Meeting	10.5.09	Presentation on the Shipyard Phase 2-Candlestick Point Project
CAC Planning and Development Committee Meeting	10.8.09	Presentation on Building 101, CHRP and informational update on Project EIR
Joint PAC-CAC Meeting	10.22.09	Presentation on the Workforce Development Strategy for South Eastern San Francisco/BVHP
PAC Land Use Committee Meeting	11.2.09	Informational Presentation on the Draft Redevelopment Plan Amendment for BVHP
Planning Commission Meeting	11.5.09	Informational Presentation on the Shipyard Phase 2-Candlestick Point Project
Alice Griffith Tenants Association Meeting	11.10.09	Presentation and Discussion on the Sole Source Application to HUD Regarding the Rebuild of Alice Griffith, and Shipyard Phase 2-Candlestick Point Project Update
CAC Planning and Development Committee Meeting	11.12.09	Announcement on the Release of the Draft Environmental Impact Report for the Shipyard Phase 2-Candlestick Point Project
Joint PAC-CAC Meeting	11.16.09	Informational Presentation on the Community Benefits and Workforce Development Components of the Shipyard Phase 2-Candlestick Point Project
Full PAC Meeting	12.2.09	Presentation and Discussion on the Sole Source Application to HUD Regarding the Rebuild of Alice Griffith, and Shipyard Phase 2-Candlestick Point Project Update
Meeting with Shipyard Artists	12.2.09	Presentation on Shipyard Artists Replacement Space and Arts District Planning Meeting
Housing Authority Commission	12.10.09	Presentation and Approval of the Sole Source Application to HUD Regarding the Rebuild of Alice Griffith
Joint PAC-CAC Meeting	12.14.09	Informational Announcement on Draft Environmental Impact Report and Information Presentation on Housing Plan for Shipyard Phase 2-Candlestick Point Project
Redevelopment Commission	12.15.09	Hearing on the Draft Environmental Impact Report for the Shipyard Phase 2-Candlestick Point Project
Historic Preservation Commission	12.16.09	Presentation on the Draft Environmental Impact Report for the Shipyard Phase 2-Candlestick Point Project
Alice Griffith Tenants Association Meeting	12.16.09	Update on the rebuild of Alice Griffith and the Shipyard Phase 2-Candlestick Point Project and Draft Environmental Impact Report
Planning Commission	12.17.09	Hearing on the Draft Environmental Impact Report for the Shipyard Phase 2-Candlestick Point Project
CAC Planning and Development Committee Meeting	12.14.09	Announcement on the Release of the Draft Environmental Impact Report for the Shipyard Phase 2-Candlestick Point Project
Redevelopment Commission	1.19.10	Informational Presentation on the Community Benefits Plan, Below Market Rate Housing Plan, and DDA Structure
CAC Joint Meeting of Business and Employment, Environmental Reuse and Planning & Development Subcommittees	1.25.10	CAC Working Group Meeting - Presentation on Workforce Development/Local Hiring for Shipyard-Candlestick
Shipyard Trust for the Arts - Artists Replacement Space Committee	1.27.10	Presentation on Artists Replacement concept - Building 101, Hunters Point Shipyard
San Francisco County Transportation Citizen's Advisory Committee	1.27.10	Information Presentation on Project and related transportation improvements
Full PAC	1.28.10	Informational Presentation on the Draft Redevelopment Plan Amendment for BVHP
PAC Land Use Committee Meeting	2.1.10	Informational Presentation on the Community Benefits Plan, Below Market Rate Housing Plan, and DDA Structure
Redevelopment Commission	2.2.10	Information Presentation on DDA and other Project Entitlement Documents

Source: Mayor's Office of Economic and Workforce Development, updated December 17, 2009.

San Francisco  
Redevelopment Agency

One South Van Ness Avenue  
San Francisco, CA 94103

415.749.2400



GAVIN NEWSOM, Mayor

Francee Covington, President  
London Breed, Vice President  
Linda A. Cheu  
Leroy King  
Ramon E. Romero  
Darshan Singh  
Rick Swig

Fred Blackwell, Executive Director

DATED: May 3, 2010

**NOTICE OF PUBLIC HEARING  
OF THE SAN FRANCISCO REDEVELOPMENT AGENCY  
ON THE PROPOSED REDEVELOPMENT PLAN AMENDMENTS FOR THE  
BAYVIEW HUNTERS POINT AND HUNTERS POINT SHIPYARD  
REDEVELOPMENT PROJECTS**

NOTICE IS HEREBY GIVEN THAT the Redevelopment Agency of the City and County of San Francisco (the Agency) will have a public hearing on Thursday, June 3, 2010, to consider the proposed Redevelopment Plan Amendments for the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Project Area (the Plan Amendments).

**The meeting will start at 5:00 p.m. in City Hall, Board of Supervisors Chamber, Room 250, located at 1 Dr. Carlton B. Goodlett Place, San Francisco, California. At the public hearing on the Plan Amendments, the Agency--in a joint session with the San Francisco Planning Commission--will consider all evidence and testimony for or against the approval of the proposed Plan Amendments.**

The proposed Plan Amendments authorize new development to revitalize approximately 702 acres in the Candlestick Point area of the Bayview Hunters Point (BVHP) Redevelopment Project Area and in the Hunters Point Shipyard Redevelopment Project Areas (Project Areas), which are located in the southeast quadrant of the City and County of San Francisco (City). The proposed Plan Amendments advance the integrated development of the Project Areas through a cohesive planning effort. The proposed Plan Amendments endeavor to achieve several goals: creating up to 10,500 residential units, of which approximately 32 % will be below market rate; providing approximately 336 acres of improved open space and recreational areas; approximately 885,000 square feet of regional and neighborhood-serving retail space; approximately 2.65 to 5 million square feet of research and development and office space (depending on the construction of a football stadium); 100,000 square feet of community services; a 69,000-seat football stadium; and 10,000-seat performance arena; a 220-room hotel; and 255,000 square feet of artist studio space and arts center. The Plan Amendments update land use provisions to be consistent with the voter-approved land use policies and concepts in Proposition G (June 2008).

**Bayview Hunters Point Redevelopment Plan Amendment**

The proposed Redevelopment Plan Amendment for the Bayview Hunters Point Redevelopment Project Area (BVHP Plan Amendment) establishes the Candlestick Point area as Zone 1 of the BVHP Plan and ensures the financial feasibility of the revitalization of the Project Area by increasing the limit on outstanding bonded indebtedness from \$400 million to \$1.2 billion. The BVHP Plan Amendment does not change the provisions and restrictions regarding the use of eminent domain that were adopted in 2006.

**Hunters Point Shipyard Redevelopment Plan Amendment**

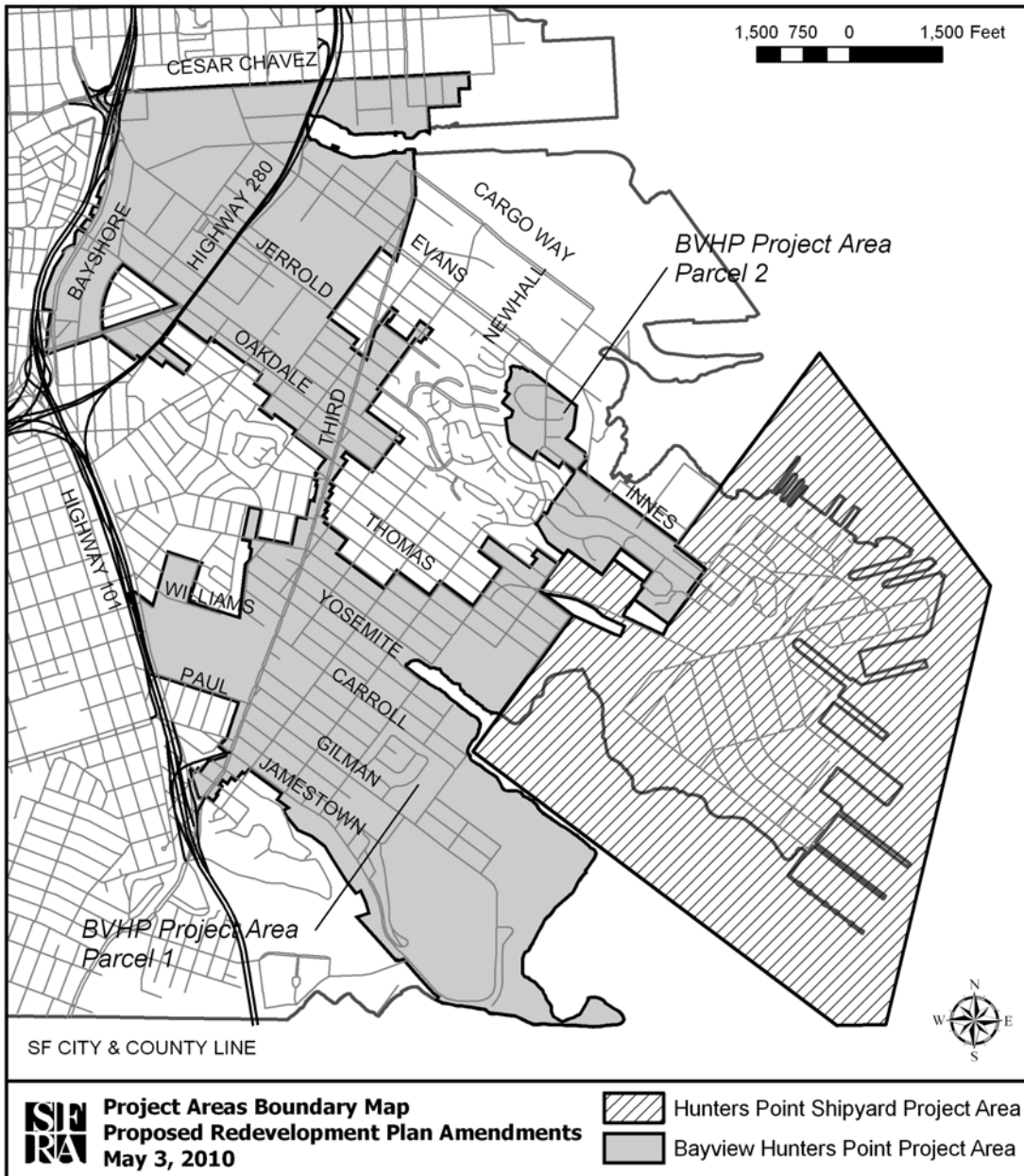
The proposed Plan Amendment for the Hunters Point Shipyard Redevelopment Project Area (Shipyard Plan Amendment) would ensure the financial feasibility of the revitalization of the Project Area by increasing the limit on tax increment collection from \$881 million to \$4.2 billion and the limit on outstanding bonded indebtedness from \$221 million to \$900 million. The Shipyard Plan Amendment also incorporates a technical amendments to extend the time limits for the duration of the Plan, incurring debt, and receiving tax increment.



A map of both Project Areas is included herein for reference, however no changes to the boundaries of the Project Areas are proposed by the Redevelopment Plan Amendments. Interested persons may obtain, free of charge the legal description of the Bayview Hunters Point Redevelopment Project Area and the Hunters Point Shipyard Redevelopment Project Area and/or copies of the proposed Redevelopment Plan Amendments from the office of the San Francisco Redevelopment Agency, One South Van Ness Avenue, 5<sup>th</sup> Floor, San Francisco, California 94103 or the Agency's website at [www.sfredevelopment.org](http://www.sfredevelopment.org).

Persons may also inspect and, upon payment of the costs of reproduction, obtain copies of the text of the Report on the Plan Amendments, and any other information pertaining to the proposed Redevelopment Plan Amendments at the Agency's office or download the documents from its website. For more information, contact Tom Evans, Redevelopment Agency Lead Planner, at [tom.evans@sfgov.org](mailto:tom.evans@sfgov.org) or at (415) 749-2539.

如果您需要翻譯, 請與聯繫在 (415) 749-2435. *Para información en español (415) 749-2493.*



**Appendix K:**  
**Bayview Waterfront Project – Notice of Preparation**

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**SAN FRANCISCO REDEVELOPMENT AGENCY**  
**SAN FRANCISCO PLANNING DEPARTMENT**

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August 31, 2007

**To Responsible Agencies, Trustee Agencies, and Interested Parties:**

**CASE NOS. ER06.05.07 & 2007.0946E- BAYVIEW WATERFRONT PROJECT - NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETINGS**

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and a Notice of Public Meetings for the above-referenced project, described below, have been issued by the Redevelopment Agency of the City and County of San Francisco ("San Francisco Redevelopment Agency" or "Agency") and the Planning Department of the City and County of San Francisco ("Planning Department" or "Department"). The complete Project Description/NOP is either attached or is available upon request from **Stanley Muraoka**, Environmental Review Officer, San Francisco Redevelopment Agency, One South Van Ness Avenue, Fifth Floor, San Francisco, CA 94103; telephone 415-749-2577. The complete Project Description/NOP will also be available on-line at [www.sfgov.org/site/planning](http://www.sfgov.org/site/planning) and at the Hunters Point Shipyard project page at <http://www.sfgov.org/site/sfra> by approximately August 31, 2007.

The San Francisco Redevelopment Agency and the San Francisco Planning Department will hold two (2) **PUBLIC SCOPING MEETINGS** on **Monday, September 17, 2007**, 6:00 p.m. to 8:00 p.m. at the Southeast Community Facility, Alex Pitcher Room, located at 1800 Oakdale Avenue at Phelps Street, San Francisco, 94124 and on **Tuesday, September 25, 2007**, 6:00 p.m. to 8:00 p.m. at Earl P. Mills Community Auditorium, 100 Whitney Young Circle, San Francisco, CA 94124. The purpose of the meetings is to receive comments on the scope and content of the environmental review to be conducted on the proposed Bayview Waterfront Project.

**Project Description:** Overall, the Bayview Waterfront Project would include new plans for the Candlestick Point, Hunters Point Shipyard, and India Basin Shoreline areas of San Francisco. The Project encompasses an approximately 780-acre area east of US 101 in the southeast area of the City and occupies the waterfront area from India Basin to approximately Candlestick Point. The plans consists of a new stadium for the San Francisco 49ers and a mixed-use community with residential, retail, office/research & development/industrial, civic and community uses, and parks and recreational open space.

To implement the Project, the existing Bayview Hunters Point (BVHP) Redevelopment Plan and Hunters Point Shipyard (Shipyard) Redevelopment Plan would need to be amended and conforming changes made to zoning and the Design for Development for the Shipyard Redevelopment Plan. Other approvals would be required from City, regional, state, and federal agencies. The Bayview Waterfront Project also would include rezoning of Area C of the BVHP Survey Area, from largely industrial zoning, to support a mix of residential, commercial, and industrial use. 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 Agency and Department have determined that an EIR must be prepared for the Project prior to any final decision regarding whether to approve the Project. The purpose of the EIR is to provide information about potential significant environmental effects of the Project, to identify possible ways to minimize significant effects, and to describe and analyze possible alternatives to the proposed project. **Preparation of an NOP does not indicate a decision by the City to approve or disapprove the project.** However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The Agency and the City are the co-Lead Agencies for the Bayview Waterfront Project. Together with the Department, we are sending this notice to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies and entities other than the Agency and the City and County of San Francisco ("City") that also have a role in reviewing, or in approving or carrying out certain aspects of the Project. Responsible Agencies will use this EIR when considering such approvals related to the Project. When the Draft EIR is published, it will be sent to all Responsible Agencies and to others who respond to this Notice of Preparation or who otherwise indicate that they would like to receive a copy.

Please send any response you may have within 30 days from the date you receive this notice. Your response, and any questions or comments, should be directed to **Stanley Muraoka** at address provided above. Please reference case numbers (Agency) **ER06.05.07** and (Planning) **2007.0946E** in your response.

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**SAN FRANCISCO REDEVELOPMENT AGENCY  
SAN FRANCISCO PLANNING DEPARTMENT**

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**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**

**Project Title: BAYVIEW WATERFRONT PROJECT**

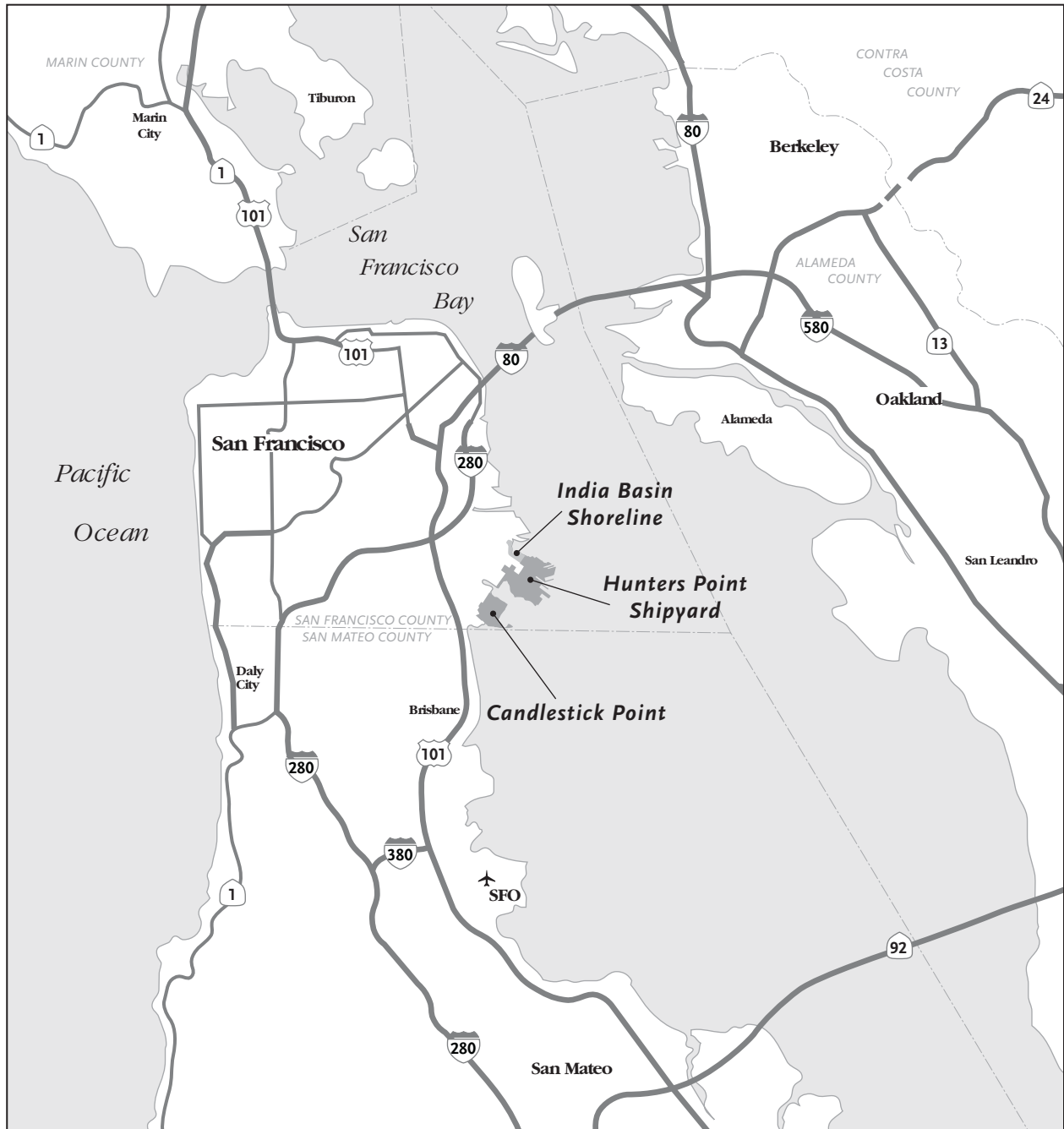
(SFRA File No. ER06.05.07

Planning Department File No. 2007.0946E)

The Bayview Waterfront Project would include new plans for the Candlestick Point, Hunters Point Shipyard, and India Basin Shoreline areas of San Francisco. The Project encompasses an approximately 780-acre area east of US 101 in the southeast area of the City and occupies the waterfront area from India Basin to approximately Candlestick Point. The plans consists of 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. To implement the Project, the existing Bayview Hunters Point (BVHP) Redevelopment Plan and Hunters Point Shipyard (Shipyard) Redevelopment Plan would need to be amended and conforming changes made to zoning and the Design for Development for the Shipyard Redevelopment Plan. 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.

**PROJECT LOCATION:** The Project site is the Bayview Hunters Point (BVHP) Redevelopment Project Area B (Candlestick Point), the Shipyard Redevelopment Project Area, and Area C (India Basin Shoreline) of the BVHP Survey Area. The site is approximately 780-acres in area, occupying the waterfront from India Basin to approximately Candlestick Point, and extending inland from the waterfront. The BVHP and Shipyard areas are in the southeast portion of San Francisco, generally bounded by Cesar Chavez Avenue Street to the north, US 101 to the west, the Visitacion Valley and Executive Park neighborhoods and the City and County of San Francisco – San Mateo County line and the City of Brisbane to the south, and San Francisco Bay to the east. See Figures 1 and 2.

**CURRENT LAND USE:** The Candlestick Point area of the BVHP Project Area is immediately east of Executive Park, with the Hunters Point Shipyard to the north and east, and Candlestick Point State Park along the Bay frontage. See Figure 2. Current land uses at Candlestick Point include Monster Park, the stadium owned by the City and County used by the San Francisco 49ers National Football League team, and associated parking lots and access roadways. The stadium and parking are under the jurisdiction of the San Francisco Recreation & Park Department. The Candlestick Point area also includes the Alice Griffith Housing, owned by the San Francisco Housing Authority, and several private parcels near Gilman Street and Jamestown Avenue, to the north of the stadium.



SOURCE: Clement Designs

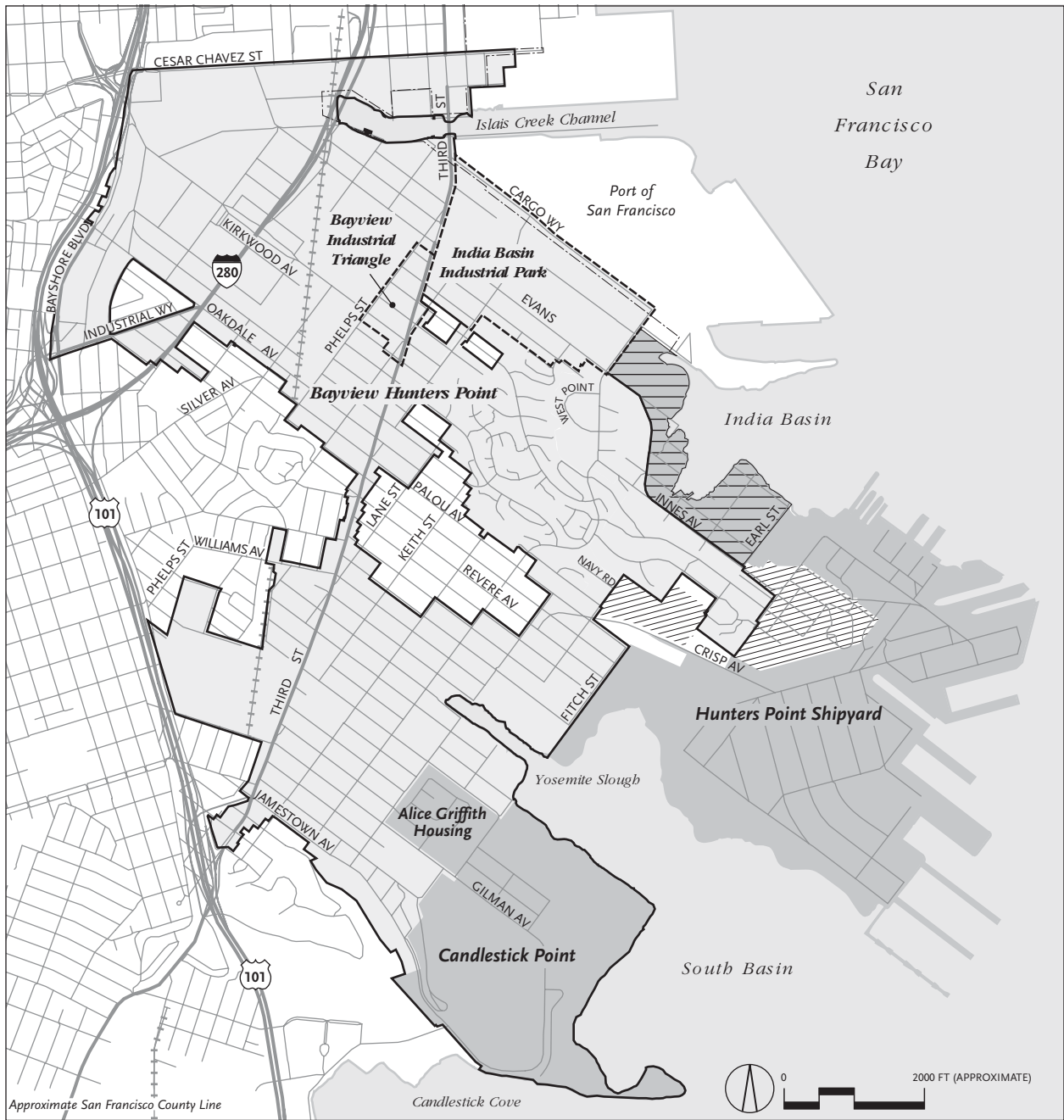
8-29-07

Bayview Waterfront Project EIR

**FIGURE 1: PROJECT VICINITY**



BAYVIEW WATERFRONT PROJECT - NOTICE OF PREPARATION



SOURCE: Clement Designs, San Francisco Redevelopment Agency

8-29-07

- Bayview Hunters Point  
Redevelopment Project Area
- Candlestick Point – Hunters Point  
Shipyard Development Plan
- India Basin Shoreline Plan  
(Area C)
- Shipyard Phase I  
(Not a part)

Bayview Waterfront Project EIR  
**FIGURE 2: BAYVIEW WATERFRONT PROJECT AREAS**

The Shipyard, as shown on Figure 2, has extensive frontage on San Francisco Bay, and is bounded by the BVHP Project Area, and Area C of the BVHP Survey Area (India Basin Shoreline), to the west. The Shipyard includes many structures associated with ship repair, with piers and dry-docks, and ancillary storage, administrative, and other former Navy uses. Several former Navy buildings are currently leased and occupied as artist studios, and by light industrial tenants. In 1997, the Agency and City adopted a redevelopment plan for the Shipyard. Phase 1 of that redevelopment plan, a 75-acre portion of the Shipyard, is under construction with new housing on Parcel A. The Phase 1 area is not part of the proposed Project. Most of the Shipyard currently remains under the jurisdiction of the U.S. Navy.

The India Basin Shoreline area is northwest of the Shipyard, as shown on Figure 2. The India Basin Shoreline area currently contains residential uses and light industrial and boatyard operations along Innes Avenue, a 28-acre privately owned vacant parcel fronting the Bay east of Innes, India Basin Shoreline Park, and the former PG&E Hunters Point power plant, and an associated fuel tank farm, now being demolished.

**PROJECT DESCRIPTION:** The Bayview Waterfront Project to be evaluated in the EIR encompasses, as noted above, the new plans for the Candlestick Point, Hunters Point Shipyard and India Basin Shoreline areas of San Francisco. The Candlestick Point - Hunters Point Shipyard Development Plan portion of the project would consist of a new stadium for the San Francisco 49ers and a mixed-use community with residential, retail, office/R&D/industrial, civic and community uses and parks and recreational open space. This proposal also includes new infrastructure necessary to serve the development. The India Basin Shoreline Plan proposes to rezone a largely industrial zoned area to support a mix of residential, commercial and industrial uses.

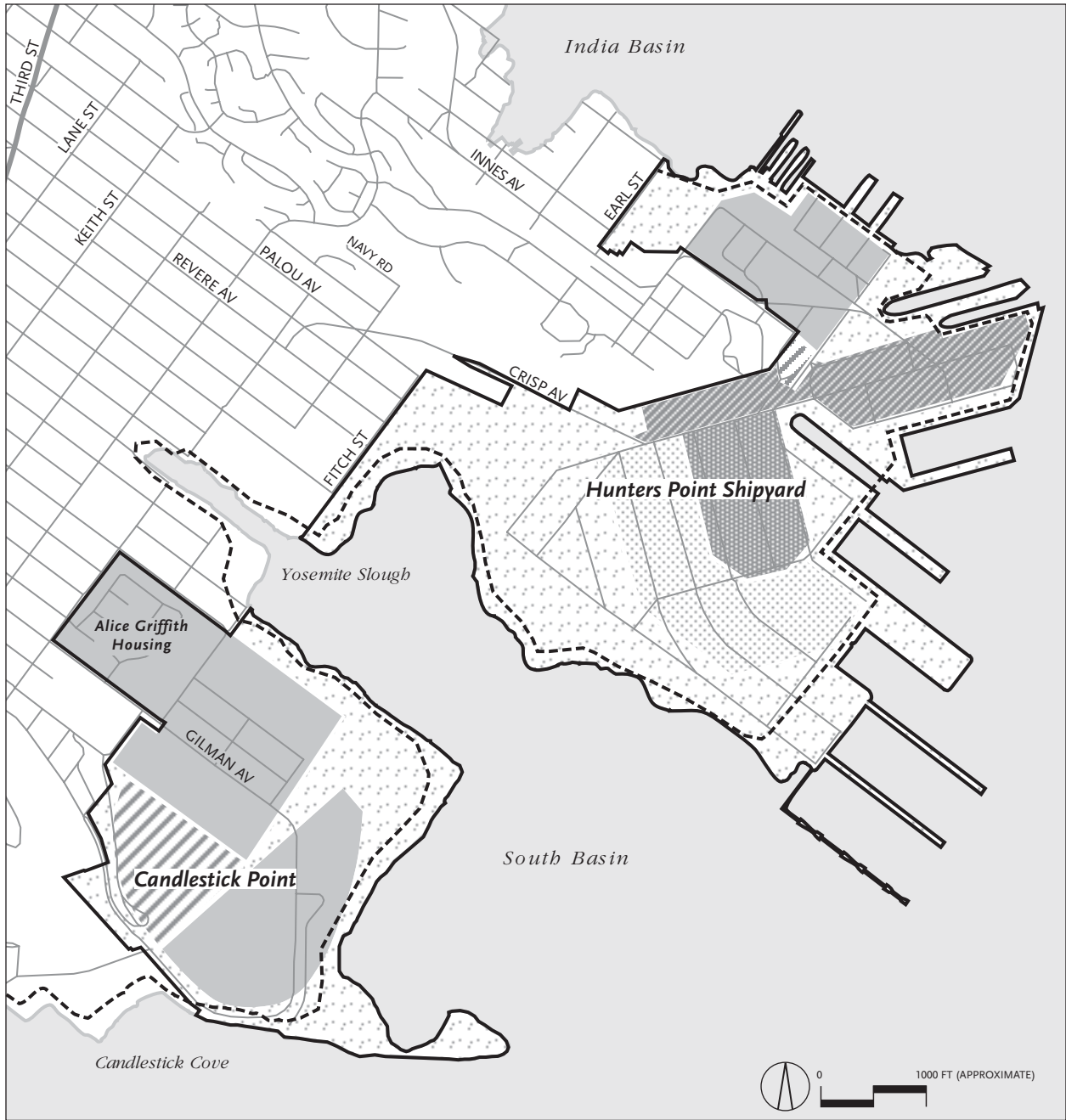
Lennar is the lead developer for the Candlestick Point - Hunters Point Shipyard Development Plan. The EIR will provide project-level review of the development plan. The India Basin Shoreline Plan will be a programmatic plan expected to be developed by various private parties. The EIR will provide program-level review for India Basin Shoreline area.

Table 1 below identifies the land area of the Project sites, totaling about 780 acres.

### **The Candlestick Point - Hunters Point Shipyard Development Plan**

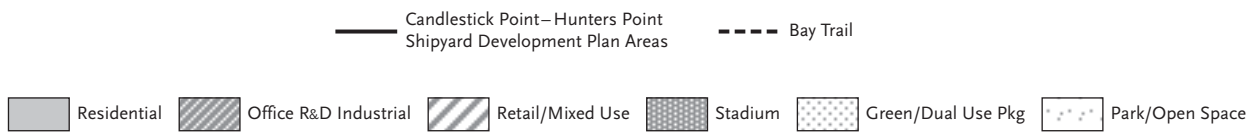
The proposed Candlestick Point - Hunters Point Shipyard Development Plan would be a mixed-use community with residential, retail, office/R&D/industrial, civic/community, parks/recreation/open space, and a new stadium for the San Francisco 49ers, as shown in Figure 3, and outlined in Table 2, below.

At Hunters Point Shipyard, the Project would include approximately 2,500 new residential units, with a range of housing types that would include: stacked flats, attached townhomes, mid-rise and high-rise structures. The residential development would range from two to four story structures over parking, to buildings of 12 to 18 stories. The Project may include residential towers up to 35 stories. The residential land density would range from 50 units per acre up to 170



SOURCE: Clement Designs, San Francisco Redevelopment Agency

8-30-07



Bayview Waterfront Project EIR

**FIGURE 3: CANDLESTICK POINT – HUNTERS POINT SHIPYARD DEVELOPMENT PLAN**

**TABLE 1  
BAYVIEW WATERFRONT PROJECT SITE AREAS**

	<b>Existing Redevelopment Project Areas (acres)</b>	<b>Proposed Redevelopment Project Areas (acres)</b>	<b>Proposed Project (acres)</b>
Bayview Hunters Point	1,499	1,499	
Candlestick Point <sup>a</sup>	[284]		284
India Basin Shoreline <sup>b</sup>		+76	+76
<b>Total BVHP</b>	<b>1,499</b>	<b>1,575</b>	<b>360</b>
Hunters Point Shipyard <sup>c</sup>	493	493	
Phase I <sup>d</sup>	[75]	-75	
		418	418
<b>Total Project</b>			<b>778</b>

Source: San Francisco Redevelopment Agency; Lennar.

Notes:

- Candlestick Point is within total existing BVHP Project Area of 1,499 acres.
- India Basin Shoreline Survey Area to be added to BVHP Project Area.
- Land area only. Shipyard Project Area also includes 443 acres of submerged lands.
- Phase I of the existing Shipyard Project Area now under construction would not be part of Bayview Waterfront Project.

**TABLE 2  
CANDLESTICK POINT –  
HUNTERS POINT SHIPYARD DEVELOPMENT PLAN**

	<b>Shipyard</b>	<b>Candlestick Point</b>	<b>TOTAL</b>	
Residential	2,500	6,500	9,000	dwelling units
Retail				
Regional	-	585,000	585,000	sq. ft.
Neighborhood	60,000		60,000	sq. ft.
Total Retail			645,000	sq. ft.
Office/R&D/Industrial <sup>a</sup>	2,000,000	150,000	2,150,000	sq. ft.
Football Stadium	69,000		69,000	seats
Arena/Performance Venue		8,000	8,000	seats

Source: Lennar.

Notes:

- R&D: Research and Development

units per acre. The housing would be intended for a range of income levels, and would provide both rental and for-sale units.

Pursuant to the 1997 Shipyard Redevelopment Plan, development would include a mix of research and development space, possible biotechnology space, and other industrial uses. The commercial uses would also provide approximately 80,000 square feet of neighborhood-serving retail.

The Shipyard would accommodate a new approximately 69,000-seat National Football League stadium for the San Francisco 49ers. The stadium parking plan would include “green parking” surfaces that would accommodate parking for stadium events, and would serve public recreational uses such as playing fields at other times. The Shipyard would also include approximately 2 million square feet of office/R&D/industrial uses in three- to six-story buildings.

Additionally, the EIR may consider a Candlestick Point - Hunters Point Shipyard Development Plan option with up to 10,000 residential units.

The EIR will also consider a Candlestick Point - Hunters Point Shipyard Development Plan that would substitute other uses for the football stadium. Without the stadium, there would be additional R&D space and residential uses distributed across the Candlestick Point - Hunters Point Shipyard area.

The Candlestick Point area of the BVHP Project Area is approximately 284 acres. It includes Monster Park, the existing San Francisco 49ers home stadium (also known as Candlestick Park Stadium) on a 77-acre site; Candlestick Point State Recreation Area, totaling approximately 134 acres; the 20-acre San Francisco Housing Authority site of the Alice Griffith Housing; 12 acres of land owned by the Port of San Francisco; privately owned parcels totaling 21 acres; and approximately 20 acres of streets and roadways. See Figure 3, above.

At Candlestick Point, the proposed Project would include approximately 6,500 new residential units (in addition to the 2,500 units in the Hunters Point Shipyard) and a regional retail center. Approximately one-third of the units are planned to be low-rise apartments and townhomes concentrated on the easternmost portion of the Candlestick Point area. About one-third would be in mid-rise buildings and the remaining one-third of the units in high-rise towers. Residential development proposed near existing neighborhoods and the Candlestick Point State Recreation Area would be primarily three- to four-story buildings. Remaining areas would be mid-rise buildings ranging from seven to 18 stories; and taller high-rise buildings in certain locations. Figure 3 shows the location of the proposed uses.

The residential land density at Candlestick Point would range from approximately 40 units per acre up to 130 units per acre. The housing would be intended for a range of income levels, and would provide both rental and for-sale units.

The Project would redevelop the San Francisco Housing Authority’s Alice Griffith site (also known as Double Rock Housing), replacing the 263 existing units with a total of about 925



units, consisting of one-for-one replacement public housing, affordable homeownership/rental and market rate for-sale units. These homes would be a mix of townhomes, stacked townhomes and four-story stacked flats.

The proposed regional retail center at Candlestick Point would be approximately 735,000 square feet, of which 150,000 square feet would be office space. The center would also include an 8,000-seat arena/performance venue. The proposed retail program would also include neighborhood-serving uses such as a grocery store; entertainment uses such as a multi-screen movie theatre and clubs with live music; large format retail; and restaurants. The center would be oriented around a retail 'Main Street' and might include some housing above retail.

The Candlestick Point - Hunters Point Shipyard Development Plan would include open space improvements. Through a proposed land exchange with the California Department of Parks and Recreation, portions of the existing Candlestick Point State Recreation Area would be improved and new State park area would be created at the Shipyard. There would be a net increase in State park land. The Project open space improvements would also allow for realignment of the Bay Trail in the southeastern portion of San Francisco. The Project would include a number of recreation facilities and sports fields, and smaller, neighborhood-oriented parks. At the Hunters Point Shipyard, a heritage park is proposed that would focus on the Shipyard's past.

To implement the Project, the U.S. Navy may transfer the Shipyard property to the City or Agency for reuse after the Navy has completed remediation in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), Section 120, 42 U.S.C. Section 9620. Reuse may also occur concurrently with remediation under the provisions of CERCLA that authorize a title transfer prior to completion of remediation under certain conditions (referred to as an Early Transfer). Finally, CERCLA may authorize interim reuse activities to occur concurrently with remediation activities through a lease, either with or without provision for later deed transfer, provided the property is found suitable for the planned interim reuse activities.

It is anticipated that the Candlestick Point - Hunters Point Shipyard Development Plan would be under construction by the end of 2009 and that the 49ers football stadium would be completed by 2012. Full buildout of the plan is anticipated by 2025.

### **India Basin Shoreline Plan**

The BVHP Survey Area included the "Hunters Point Shoreline Activity Node." Within that 131-acre Activity Node is an approximately 76-acre area that was not included in the adopted BVHP Project Area. See Figure 2, above. 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. This excluded portion of the BVHP Survey Area was designated Area C. Also referred to as the India Basin Shoreline, Area C, as noted above, has an existing mix of residential uses; a vacant parcel fronting the Bay; and the former PG&E Hunters Point power plant, currently being demolished. The India Basin Shoreline area is currently zoned for industrial use.

The Planning Department is considering rezoning to accommodate a mix of residential and commercial uses, along with some continued industrial use and development controls to facilitate mixed use development. The EIR will analyze an overall land use program for the India Basin Shoreline as a detailed site plan has yet to be undertaken. 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

### **Transportation Improvements**

The Bayview Waterfront Project would require substantial transportation infrastructure to support new development. Transportation improvements related to or affecting the Project generally would fall into three categories including:

1. *Transportation improvements within the Project boundaries and necessary to serve the Project uses.* This category would encompass improvements such as new and improved streets and related circulation improvements including a new roadway on the Shipyard from the Innes gateway to the Crisp Road gateway and a new Candlestick Point arterial, transit-related improvements, and pedestrian and bicycle circulation improvements. Additionally, a new ferry terminal on the Hunters Point Shipyard shoreline to accommodate additional ferry service, and the construction of a bridge over Yosemite Slough are under consideration. A Hunters Point Shipyard Transit Center would be constructed adjacent to the new ferry terminal and a Candlestick Transit Center would be included in the Candlestick Point area. A traffic control center would be developed near the new stadium on the Shipyard to assist in managing game-day traffic. The transportation improvements in this category will be analyzed in the EIR.

2. *Transportation improvements that may be necessary to serve the Project and other local and regional development.* This category would include transportation improvements in the general area of the Project that would serve the Project but other local and regional development as well. Among transportation improvements that could be included in this category are, the widening of Harney Way from US 101 to Jamestown Avenue; Carroll Avenue improvements (reconstruction and re-striping); a Carroll Avenue extension from Third Street to Bayshore Boulevard; a Harney Way Bus Rapid Transit system from Bayshore Boulevard, possibly extending to the Shipyard, a Palou Transit Preferential Bus route, improvements on Illinois Street from Cesar Chavez to 25<sup>th</sup> Street and on 25<sup>th</sup> Street from Illinois to Pennsylvania Street, including the possible widening of the existing Illinois Street Bridge; and improvements to local intersections, including the intersection of Evans and Cesar Chavez. The EIR will evaluate whether, and the extent to

which, these or other improvements are necessary to serve the Project and other nearby development.

3. *Major transportation improvements proposed as separate projects.* Several major transportation projects are planned in the Project vicinity as part of local or regional transportation system improvements. Included in this category is a new US 101/Geneva/Harney interchange, with an extension of Geneva Avenue from Bayshore Boulevard, a Bayshore Transit Center, the Bayview Transportation Improvements Project (BTIP), and a new Oakdale Caltrain Station. The EIR will evaluate the implications of these transportation projects on the Project and other development in the area.

### **Infrastructure Improvements**

The Project would require substantial new or improved utility infrastructure improvements, including but not be limited to, new water, sewer, drainage, and other services throughout the Project site:

- Low Pressure Water system – potable water and fire protection water from the University Mound Reservoir.
- Reclaimed Water – network of reclaimed water mains to serve future availability of reclaimed water used for dual plumbing in buildings and for irrigation of landscaped areas.
- High Pressure Water system – to serve fire flows and high-rise buildings.
- Separated Sanitary Sewer – to collect wastewater flows to be conveyed to the southeast Water Pollution Control Plant.
- Storm Drainage -- storm sewer system separate from the combined sewer system, designed to handle up to a five-year storm and ultimately discharge to San Francisco Bay.
- Overland Flow - for an event above a five-year storm and up to a 100-year storm, excess stormwater will be routed to San Francisco Bay by overland flow along the network of street gutters and roadway.
- Joint Trenches – to serve electrical, communications and gas utilities.

The EIR will evaluate the need for new or improved infrastructure and the proposed infrastructure improvements.

### **Redevelopment Plan Amendments**

The Bayview Waterfront Project would require changes in the Redevelopment Area land use controls in the BVHP and Shipyard Redevelopment Plans. The adopted Shipyard Redevelopment Plan allows for a different mix of industrial and commercial uses on Shipyard Parcels C and D than the now-proposed Shipyard plan, either with or without the football stadium. The adopted BVHP Redevelopment Plan Candlestick Point Activity Node included a new San Francisco 49ers football stadium, and 1.2 million square feet of retail, instead of the now-proposed residential mixed-use plan. Accordingly, both the Shipyard and BVHP Redevelopment Plans would need to be amended to accommodate the proposed Project.

The BVHP Redevelopment Plan would be amended to add the India Basin Shoreline (Survey Area C) to the BVHP Project Area, and to add the zoning and land use controls resulting from the Planning Department rezoning efforts. The BVHP Plan would also be amended to allow public improvements to be financed and implemented.

**PROJECT APPROVALS AND IMPLEMENTATION:** The Bayview Waterfront Project requires numerous review and approval actions from the San Francisco Redevelopment Agency, the City and County of San Francisco, regional agencies, state agencies, and federal agencies, including:

San Francisco Redevelopment Agency Commission

*City and County of San Francisco*

Planning Commission  
Municipal Transportation Agency  
Recreation and Park Commission  
Public Utilities Commission  
San Francisco Housing Authority  
Port Commission  
Board of Supervisors

*Regional Agencies*

State Regional Water Quality Control Board  
San Francisco Bay Conservation & Development Commission  
Association of Bay Area Governments

*State of California*

Department of Parks & Recreation  
Department of Fish & Game  
Department of Transportation  
State Lands Commission  
Department of Toxic Substances Control

*Federal Agencies*

US Navy  
US Army Corps of Engineers  
US Fish & Wildlife Service  
US Department of Housing & Urban Development

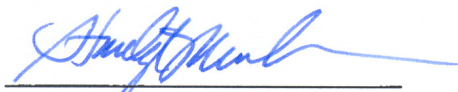
The Bayview Waterfront Project EIR will be a new EIR that will not supplement or tier off prior EIRs for the Bayview Hunters Point Redevelopment Plan or the Hunters Point Shipyard

Redevelopment Plan. The EIR will include a discussion of the projects compatibility with existing zoning and plans. Current public plans, policies and regulations pertinent to the Project site, based on the BVHP Plan, the Shipyard Plan, and nearby plans such as the proposed Executive Park General Plan Amendment, and the Visitacion Valley Project Area will be reviewed and summarized. The proposed Project will be evaluated in light of the General Plan, the Planning Code, and applicable City ordinances and regulations. Jurisdictions, regulations, policies, and guidelines of other City, regional, state, and federal agencies will be addressed. Plans for lands under the jurisdiction of Candlestick Point State Recreation Area will be reviewed.

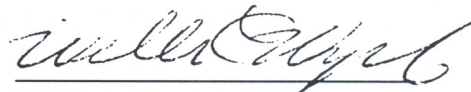
**PROBABLE ENVIRONMENTAL EFFECT TOPICS:** The EIR will include the following topics, addressing existing conditions, Project-specific and cumulative effects, mitigation measures, and alternatives. The EIR will evaluate effects of a Candlestick Point-Hunters Point Shipyard Development Plan without a football stadium.

- Land Use and Zoning
- Visual Resources
- Population and Housing
- Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Wind
- Shadow
- Recreation
- Public Services and Utilities
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Energy
- Growth Inducement

DATE: August 31, 2007



Stanley Muraoka  
Environmental Review Officer  
San Francisco Redevelopment Agency



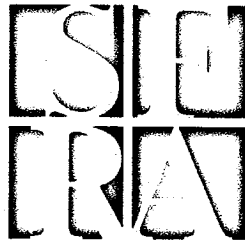
William Wycko  
Acting Environmental Review Officer  
San Francisco Planning Department

FILE NO. ER06.05.07

FILE NO. 2007.0946E



**Appendix L:**  
**Taxing Entities Consultations**



November 10, 2009

110-3009-008

Mr. Jeffrey M. McKay  
Deputy Air Pollution Control Officer  
Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109

Dear Mr. McKay,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

***Bayview Hunters Point Redevelopment Plan Amendment***

The BVHP Plan Amendment would, if adopted:

- Increase the limit on the principal amount of bonded indebtedness secured by tax increment revenue that may be outstanding at any time from the current Project Area B limit of \$400 million to a revised Project Area limit to provide the Agency with additional bonding capacity necessary to complete the redevelopment projects and eliminate blight; and
- Revise the land use standards for Project Area B outlined in the Redevelopment Plan.

***Hunters Point Shipyard Redevelopment Plan Amendment***

The HPS Plan Amendment would, if adopted:

- Increase the limit on the tax increment revenue collection from the current Project Area limit of \$881 million to a revised Project Area limit to provide the Agency with additional tax increment capacity necessary to complete redevelopment projects and eliminate remaining blight;
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- Revise the land use standards for the Project Area outlined in the Redevelopment Plan; and
- Incorporate a technical amendment to the Redevelopment Plan to clarify that the time periods for incurring debt and tax increment collection do not begin until the first fiscal year in which the Agency collects \$100,000 in tax increment. (This amendment will clarify the Redevelopment Plan's conformance with CRL §33492.9.)

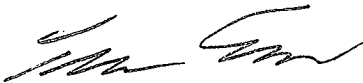
The purpose of the amendments is to provide the Agency with the additional financial resources necessary to complete the redevelopment program activities, including economic development, community enhancement, affordable housing, and other projects of regional and local benefit.

The proposed redevelopment plan amendments and the required CEQA documentation will be presented to the Planning Commission, Redevelopment Commission and Board of Supervisors for consideration in the spring of 2010, at the conclusion of an extensive public process.

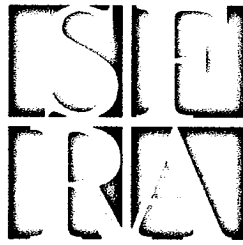
The Agency anticipates that the Preliminary Reports - the first major background documents in the redevelopment plan amendments process - will be completed in December. At that time, we will transmit the report to you, as well as to other affected taxing agencies, the Board of Supervisors, other governmental bodies, community leaders and interested citizens. We will also schedule consultations with affected taxing entities on the plan amendments in early 2010.

Please feel free to call me if you have any questions.

Sincerely,



Tom Evans  
Lead Planner



November 10, 2009

110-3109-016

Harvey M. Rose Associates, LLC  
Board Budget Analyst  
1390 Market Street, Suite 1025  
San Francisco, California 94102

Dear Mr. Rose,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

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- Revise the land use standards for the Project Area outlined in the Redevelopment Plan; and
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The purpose of the amendments is to provide the Agency with the additional financial resources necessary to complete the redevelopment program activities, including economic development, community enhancement, affordable housing, and other projects of regional and local benefit.

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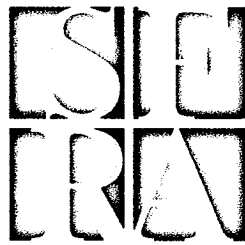
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Sincerely,



Tom Evans  
Lead Planner





November 10, 2009

110-2809-219

Mr. Errol Tankiamco  
Tax Area Services Section  
State Board of Equalization  
450 N Street, MIC: 59  
P.O. Box 942879  
Sacramento, CA 94279-0059

Dear Mr. Tankiamco,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

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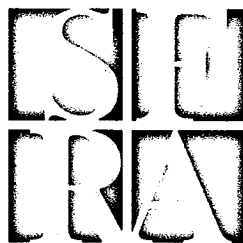
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Sincerely,



Tom Evans  
Lead Planner



November 10, 2009

110-2909-154

Ben Rosenfield, City Controller  
City and County of San Francisco Office of Auditor-Controller  
1 Dr. Carlton B. Goodlett Place, Room 306  
San Francisco, CA 94102

Dear Mr. Rosenfield,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

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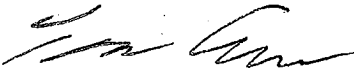
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The purpose of the amendments is to provide the Agency with the additional financial resources necessary to complete the redevelopment program activities, including economic development, community enhancement, affordable housing, and other projects of regional and local benefit.

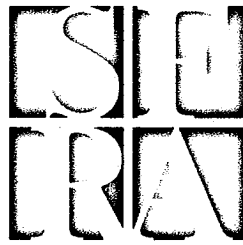
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Sincerely,



Tom Evans  
Lead Planner



November 10, 2009

110-2509-153

John Bilmont, CFO  
San Francisco Community College District  
33 Gough Street  
San Francisco, CA 94103

Dear Mr. Bilmont,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

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Sincerely,



Tom Evans  
Lead Planner



November 10, 2009

110-2609-153

Amelia Sandro, Controller  
San Francisco Community College District  
33 Gough Street  
San Francisco, CA 94103

Dear Ms. Sandro,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

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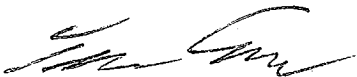
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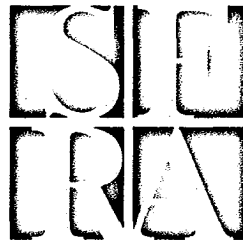
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Sincerely,



Tom Evans  
Lead Planner



November 10, 2009

110-2709-112

Scott Schroeder, Controller-Treasurer  
Bay Area Rapid Transit District  
300 Lakeside Drive  
Oakland, CA 94604

Dear Mr. Schroeder,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

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***Hunters Point Shipyard Redevelopment Plan Amendment***

The HPS Plan Amendment would, if adopted:

- Increase the limit on the tax increment revenue collection from the current Project Area limit of \$881 million to a revised Project Area limit to provide the Agency with additional tax increment capacity necessary to complete redevelopment projects and eliminate remaining blight;
- Increase the limit on the principal amount of bonded indebtedness secured by tax increment revenue that may be outstanding at any time from the current Project Area limit of \$221 million to a revised Project Area limit to provide the Agency with additional bonding capacity necessary to complete the redevelopment projects and eliminate blight;

- Revise the land use standards for the Project Area outlined in the Redevelopment Plan; and
- Incorporate a technical amendment to the Redevelopment Plan to clarify that the time periods for incurring debt and tax increment collection do not begin until the first fiscal year in which the Agency collects \$100,000 in tax increment. (This amendment will clarify the Redevelopment Plan's conformance with CRL §33492.9.)

The purpose of the amendments is to provide the Agency with the additional financial resources necessary to complete the redevelopment program activities, including economic development, community enhancement, affordable housing, and other projects of regional and local benefit.

The proposed redevelopment plan amendments and the required CEQA documentation will be presented to the Planning Commission, Redevelopment Commission and Board of Supervisors for consideration in the spring of 2010, at the conclusion of an extensive public process.

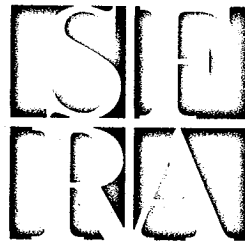
The Agency anticipates that the Preliminary Reports - the first major background documents in the redevelopment plan amendments process - will be completed in December. At that time, we will transmit the report to you, as well as to other affected taxing agencies, the Board of Supervisors, other governmental bodies, community leaders and interested citizens. We will also schedule consultations with affected taxing entities on the plan amendments in early 2010. Please feel free to call me if you have any questions.

Sincerely,



Tom Evans  
Lead Planner





November 10, 2009

110-2409-175

Maribel Medina, General Counsel  
San Francisco Unified School District  
555 Franklin Street, 3<sup>rd</sup> Floor  
San Francisco, CA 94102

Dear Ms. Medina,

This letter is to inform you that the Redevelopment Agency of the City and County of San Francisco (Agency) is preparing amendments to the Bayview Hunters Point Redevelopment Plan (BVHP) and the Hunters Point Shipyard Redevelopment Plan (HPS) for consideration by the Board of Supervisors of the City and County of San Francisco (Board). These amendments are proposed to facilitate the Combined Candlestick Point Hunters Point Shipyard Phase 2 Development Project (Combined Project). The Draft Environmental Impact Report (DEIR) for the Combined Project and proposed amendments to the Hunters Point Shipyard and Bayview Hunters Redevelopment Plans will be delivered under separate cover. The amendments will be the subject of a future action by the Agency Commission and the Board in spring 2010. The amendments being proposed to each Plan are outlined below:

***Bayview Hunters Point Redevelopment Plan Amendment***

The BVHP Plan Amendment would, if adopted:

- Increase the limit on the principal amount of bonded indebtedness secured by tax increment revenue that may be outstanding at any time from the current Project Area B limit of \$400 million to a revised Project Area limit to provide the Agency with additional bonding capacity necessary to complete the redevelopment projects and eliminate blight; and
- Revise the land use standards for Project Area B outlined in the Redevelopment Plan.

***Hunters Point Shipyard Redevelopment Plan Amendment***

The HPS Plan Amendment would, if adopted:

- Increase the limit on the tax increment revenue collection from the current Project Area limit of \$881 million to a revised Project Area limit to provide the Agency with additional tax increment capacity necessary to complete redevelopment projects and eliminate remaining blight;
- Increase the limit on the principal amount of bonded indebtedness secured by tax increment revenue that may be outstanding at any time from the current Project Area limit of \$221 million to a revised Project Area limit to provide the Agency with additional bonding capacity necessary to complete the redevelopment projects and eliminate blight;
- Revise the land use standards for the Project Area outlined in the Redevelopment Plan; and

- Incorporate a technical amendment to the Redevelopment Plan to clarify that the time periods for incurring debt and tax increment collection do not begin until the first fiscal year in which the Agency collects \$100,000 in tax increment. (This amendment will clarify the Redevelopment Plan's conformance with CRL §33492.9.)

The purpose of the amendments is to provide the Agency with the additional financial resources necessary to complete the redevelopment program activities, including economic development, community enhancement, affordable housing, and other projects of regional and local benefit.

The proposed redevelopment plan amendments and the required CEQA documentation will be presented to the Planning Commission, Redevelopment Commission and Board of Supervisors for consideration in the spring of 2010, at the conclusion of an extensive public process.

The Agency anticipates that the Preliminary Reports - the first major background documents in the redevelopment plan amendments process - will be completed in December. At that time, we will transmit the report to you, as well as to other affected taxing agencies, the Board of Supervisors, other governmental bodies, community leaders and interested citizens. We will also schedule consultations with affected taxing entities on the plan amendments in early 2010. Please feel free to call me if you have any questions.

Sincerely,



Tom Evans  
Lead Planner

Z 444 944 091

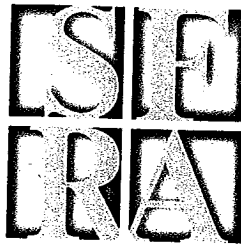
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GAVIN NEWSOM, Mayor

Rick Swig, President  
 Darshan Singh, Vice President  
 London Breed  
 Miguel M. Bustos  
 Francee Covington  
 Leroy King

Fred Blackwell, Executive Director

110-0310-153

**Transmittal Notice**

**Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan  
 Amendment and Bayview Hunters Point Redevelopment Plan Amendment**

To: John Belmont, Controller  
 San Francisco Community College District  
 33 Gough Street  
 San Francisco, CA 94103

From: Tom Evans *TE*  
 San Francisco Redevelopment Agency

Pursuant to Section 33344.5 of the California Health and Safety Code, you are herein provided copies of the *Hunters Point Shipyard Redevelopment Plan Amendment Preliminary Report* and the *Bayview Hunters Point Redevelopment Plan Amendment Preliminary Report* prepared for the Redevelopment Agency of the City and County of San Francisco. The Hunters Point Shipyard Project Area was originally designated by the San Francisco Board of Supervisors on July 14, 1997. The Bayview Hunters Point Project Area was approved on June 1, 2006. The proposed amendments will increase the tax increment limitations and revise land use controls in both plan documents to facilitate the Candlestick Point Shipyard Phase II project; a development program incorporating sections of both redevelopment project areas. The Agency published and distributed to your office a Draft Environmental Impact Report for the proposed Candlestick Point Shipyard Phase II project on November 12, 2009.

**We have scheduled a meeting with all affected taxing entities for February 23<sup>th</sup> at 2:00 pm at our office; One South Van Ness, 5<sup>th</sup> Floor, San Francisco. Please let me know if you or someone from your staff will be able to attend this meeting. If you should have any questions about this report and the proposed redevelopment plan amendments, or would like to schedule an alternative meeting with your office to discuss these documents, please feel free to contact me at (415) 749-2539 or [tom.evans@sfgov.org](mailto:tom.evans@sfgov.org).**

444 944 092

US Postal Service

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Sent to	Errol Tankiamo
Street & Number	450 N. Street, MIC 59
Post Office, State, & ZIP Code	Sacramento, Ca 94279
Postage	\$
Certified Fee	



GAVIN NEWSOM, Mayor

Rick Swig, President  
 Darshan Singh, Vice President  
 London Breed  
 Miguel M. Bustos  
 Francee Covington  
 Leroy King

Fred Blackwell, Executive Director

110-0910-219

**Transmittal Notice**

**Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan  
 Amendment and Bayview Hunters Point Redevelopment Plan Amendment**

**To:** Mr. Errol Tankiamo  
 Tax Area Services Section  
 State Board of Equalization  
 450 N Street, MIC : 59  
 P.O. Box 942879  
 Sacramento, CA 94279-0059

**From:** Tom Evans *TE*  
 San Francisco Redevelopment Agency

Pursuant to Section 33344.5 of the California Health and Safety Code, you are herein provided copies of the *Hunters Point Shipyard Redevelopment Plan Amendment Preliminary Report* and the *Bayview Hunters Point Redevelopment Plan Amendment Preliminary Report* prepared for the Redevelopment Agency of the City and County of San Francisco. The Hunters Point Shipyard Project Area was originally designated by the San Francisco Board of Supervisors on July 14, 1997. The Bayview Hunters Point Project Area was approved on June 1, 2006. The proposed amendments will increase the tax increment limitations and revise land use controls in both plan documents to facilitate the Candlestick Point Shipyard Phase II project; a development program incorporating sections of both redevelopment project areas. The Agency published and distributed to your office a Draft Environmental Impact Report for the proposed Candlestick Point Shipyard Phase II project on November 12, 2009.

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7 444 944 093

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Sent to	
Scott Schroeder	
Street & Number	
300 Lakeside Drive	
Post Office, State & ZIP Code	
Oakland, Ca. 94604	
Postage	\$
Certified Fee	



GAVIN NEWSOM, Mayor

Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

110-0710-112

### Transmittal Notice

### Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan Amendment and Bayview Hunters Point Redevelopment Plan Amendment

**To:** Scott Schroeder, Controller-Treasurer  
Bay Area Rapid Transit District  
300 Lakeside Drive  
Oakland, CA 94604

**From:** Tom Evans *TE*  
San Francisco Redevelopment Agency

Pursuant to Section 33344.5 of the California Health and Safety Code, you are herein provided copies of the *Hunters Point Shipyard Redevelopment Plan Amendment Preliminary Report* and the *Bayview Hunters Point Redevelopment Plan Amendment Preliminary Report* prepared for the Redevelopment Agency of the City and County of San Francisco. The Hunters Point Shipyard Project Area was originally designated by the San Francisco Board of Supervisors on July 14, 1997. The Bayview Hunters Point Project Area was approved on June 1, 2006. The proposed amendments will increase the tax increment limitations and revise land use controls in both plan documents to facilitate the Candlestick Point Shipyard Phase II project; a development program incorporating sections of both redevelopment project areas. The Agency published and distributed to your office a Draft Environmental Impact Report for the proposed Candlestick Point Shipyard Phase II project on November 12, 2009.

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444 944 094

US Postal Service

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Street & Number	1 Dr. Carlton B Goodlett, Room 306
Post Office, State, & ZIP Code	San Francisco, Ca. 94102
Postage	\$
Certified Fee	



GAVIN NEWSOM, Mayor

Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

110-0510-154

**Transmittal Notice**

**Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan Amendment and Bayview Hunters Point Redevelopment Plan Amendment**

To: Ben Rosenfield, Controller  
Office of Auditor-Controller  
City and County of San Francisco  
1 Dr. Carlton B. Goodlett Plce, Room 306  
San Francisco, CA 94102

From: Tom Evans *TE*  
San Francisco Redevelopment Agency

Pursuant to Section 33344.5 of the California Health and Safety Code, you are herein provided copies of the *Hunters Point Shipyard Redevelopment Plan Amendment Preliminary Report* and the *Bayview Hunters Point Redevelopment Plan Amendment Preliminary Report* prepared for the Redevelopment Agency of the City and County of San Francisco. The Hunters Point Shipyard Project Area was originally designated by the San Francisco Board of Supervisors on July 14, 1997. The Bayview Hunters Point Project Area was approved on June 1, 2006. The proposed amendments will increase the tax increment limitations and revise land use controls in both plan documents to facilitate the Candlestick Point Shipyard Phase II project; a development program incorporating sections of both redevelopment project areas. The Agency published and distributed to your office a Draft Environmental Impact Report for the proposed Candlestick Point Shipyard Phase II project on November 12, 2009.

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Z 444 944 095



GAVIN NEWSOM, Mayor

Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

110-0610-175

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Street & Number <i>555 Franklin St. 3rd fl</i>	
Post Office, State, & ZIP Code <i>San Francisco, Ca. 94102</i>	
Postage	\$
Certified Fee	

**Transmittal Notice**

**Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan Amendment and Bayview Hunters Point Redevelopment Plan Amendment**

**To:** Maribel Medina, General Counsel  
San Francisco Unified School District  
555 Franklin Street, 3<sup>rd</sup> Floor  
San Francisco, CA 94102

**From:** Tom Evans *TE*  
San Francisco Redevelopment Agency

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Z 444 944 097



GAVIN NEWSOM, Mayor  
Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King  
Fred Blackwell, Executive Director

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Street & Number	939 Ellis Street
Post Office, State, & ZIP Code	San Francisco, Ca. 94109
Postage	\$
Certified Fee	

110-0810-008

**Transmittal Notice**

**Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan Amendment and Bayview Hunters Point Redevelopment Plan Amendment**

**To:** Mr. Jeffrey M. McKay, Air Pollution Control Officer  
Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109

**From:** Tom Evans *TE*  
San Francisco Redevelopment Agency

Pursuant to Section 33344.5 of the California Health and Safety Code, you are herein provided copies of the *Hunters Point Shipyard Redevelopment Plan Amendment Preliminary Report* and the *Bayview Hunters Point Redevelopment Plan Amendment Preliminary Report* prepared for the Redevelopment Agency of the City and County of San Francisco. The Hunters Point Shipyard Project Area was originally designated by the San Francisco Board of Supervisors on July 14, 1997. The Bayview Hunters Point Project Area was approved on June 1, 2006. The proposed amendments will increase the tax increment limitations and revise land use controls in both plan documents to facilitate the Candlestick Point Shipyard Phase II project; a development program incorporating sections of both redevelopment project areas. The Agency published and distributed to your office a Draft Environmental Impact Report for the proposed Candlestick Point Shipyard Phase II project on November 12, 2009.

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444 944 098

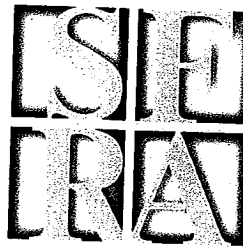
US Postal Service

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Street & Number	1390 Market St, Ste 1025
Post Office, State, & ZIP Code	San Francisco, Ca. 94102
Postage	\$
Certified Fee	



GAVIN NEWSOM, Mayor

Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

110-1010-000

**Transmittal Notice**

**Preliminary Reports for the Proposed Hunters Point Shipyard Redevelopment Plan Amendment and Bayview Hunters Point Redevelopment Plan Amendment**

**To:** Harvey M. Rose Associates, LLC  
Board budget Analyst  
1390 Market Street, suite 1025  
San Francisco, CA 94102

**From:** Tom Evans *TE*  
San Francisco Redevelopment Agency

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# Documentation of Public Hearing Notice Certified Mailing to Taxing Entities

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P.O., State & ZIP Code <b>S.F., Ca. 94102</b>	
Postage	\$
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Restricted Delivery Fee	
Return Receipt Showing to Whom & Date Delivered	
Return Receipt Showing to Whom, Date, & Address of Delivery	
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10 June 1990

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Return Receipt Showing to Whom, Date, & Address of Delivery	
TOTAL Postage & Fees	\$
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Restricted Delivery Fee	
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P.O., State & ZIP Code <b>San Francisco, Ca. 94103</b>	
Postage	\$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to Whom & Date Delivered	
Return Receipt Showing to Whom, Date, & Address of Delivery	
TOTAL Postage & Fees	\$
Postmark or Date	

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Street & No. <b>300 Lakeside Drive</b>	
P.O., State & ZIP Code <b>Oakland, Ca. 94604</b>	
Postage	\$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to Whom & Date Delivered	
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TOTAL Postage & Fees	\$
Postmark or Date	

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P.O., State & ZIP Code <b>San Francisco, Ca. 94109</b>	
Postage	\$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to Whom & Date Delivered	
Return Receipt Showing to Whom, Date, & Address of Delivery	
TOTAL Postage & Fees	\$
Postmark or Date	

PS Form 3800, June 1990



# Documentation of Public Hearing Notice Certified Mailing to Taxing Entities

S SECTION	COMPLETE THIS SECTION ON DELIVERY	
3. Also complete any address correction if desired. Please print address on the reverse card to you. Check off the mailpiece, if applicable, and pay any postage and handling charges.	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) [Signature]	C. Date of Delivery 5/12/10
[Handwritten: Tax Controller - Transit Dist Dr. 94604]	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail <input type="checkbox"/> Express Mail <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.	
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
P-865-749-817		
4 Domestic Return Receipt <span style="float: right;">102595-02-M-1540</span>		

S SECTION	COMPLETE THIS SECTION ON DELIVERY	
3. Also complete any address correction if desired. Please print address on the reverse card to you. Check off the mailpiece, if applicable, and pay any postage and handling charges.	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) [Signature]	C. Date of Delivery 5/10
[Handwritten: City Controller Controller Woodhull Pl, Rm 306, Ca. 94102]	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail <input type="checkbox"/> Express Mail <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.	
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
P-865-749-813		
4 Domestic Return Receipt <span style="float: right;">102595-02-M-1540</span>		

# **Appendix M: Summary of Environmental Impacts**

**EIR Volume I: Draft EIR Executive Summary**

**EIR Volume IX: Comments and Responses**



Draft Environmental Impact Report

## **CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE II**

Volume I: Draft EIR Executive Summary

**SAN FRANCISCO REDEVELOPMENT AGENCY**  
File No. ER06.05.07

**CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT**  
File No. 2007.0946E

**State Clearinghouse No. 2007082168**

DEIR Publication Date: November 12, 2009  
San Francisco Redevelopment Agency Commission Public Hearing Date: December 15, 2009  
San Francisco Planning Commission Public Hearing Date: December 17, 2009  
DEIR Public Review Period: November 12, 2009–December 28, 2009

Written comments should be sent to:  
Environmental Review Officer—San Francisco Redevelopment Agency  
One South Van Ness Avenue, Fifth Floor, San Francisco, CA 94103  
or  
Environmental Review Officer—San Francisco Planning Department  
1650 Mission Street, Suite 400, San Francisco, CA 94103

# **CANDLESTICK POINT–HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN PROJECT Draft Environmental Impact Report**

*Volume I: Draft EIR Executive Summary*

San Francisco Redevelopment Agency File No. ER06.05.07  
City and County of San Francisco Planning Department File No. 2007.0946E  
State Clearinghouse No. 2007082168

**San Francisco Redevelopment Agency**  
One South Van Ness Avenue, Fifth Floor, San Francisco, California 94103, and  
**City and County of San Francisco Planning Department**  
1650 Mission Street, Suite 400, San Francisco, California 94103

DEIR Publication Date: November 12, 2009  
San Francisco Redevelopment Agency Commission Public Hearing Date: December 15, 2009  
San Francisco Planning Commission Public Hearing Date: December 17, 2009  
DEIR Public Review Period: November 12, 2009–December 28, 2009

*Written comments should be sent to:*  
Environmental Review Officer—San Francisco Redevelopment Agency  
One South Van Ness Avenue, San Francisco, California 94103  
or  
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# Executive Summary

## PURPOSE OF THE SUMMARY

This summary is intended to highlight the major areas of importance in the environmental analysis for the Project as required by Section 15123 of the *California Environmental Quality Act* (CEQA) Guidelines. The summary includes a brief description of the Project, the Project objectives, approval requirements, areas of controversy/issues to be resolved, and a summary of alternatives to the Project. In addition, this chapter provides a table summarizing (1) potential environmental impacts that would occur as a result of the Project; (2) the level of significance of the environmental impacts prior to implementation of any applicable mitigation measures; (3) the recommended mitigation measures that avoid or reduce significant environmental impacts; and (4) the level of significance after mitigation measures are implemented (refer to Table ES-2 [Summary of Environmental Effects and Project Requirements/Mitigation Measures] at the end of this chapter).

## PROJECT DESCRIPTION

The Project is located on approximately 702-acres east of United States Route 101 (US-101) in the southeast area of the City and County of San Francisco (City). It occupies the waterfront area from south of India Basin to Candlestick Cove. Figure II-1 (Project Location) illustrates the regional location of the Project and the location of the Project within the City.

The Project proposed by Lennar Urban includes a mixed-use community with a wide range of residential, retail, office, research and development, civic and community uses, and parks and recreational open space. A major component would be a new stadium for the San Francisco 49ers National Football League (NFL) team. Additionally, new transportation and utility infrastructure would serve the Project including a bridge across Yosemite Slough.

Specifically, the Project proposes development of 10,500 residential units with an associated population of 24,465 residents; 885,000 gross square feet (gsf) of retail; 150,000 gsf of office; 2.5 million gsf of Research & Development (R&D) uses; a 220-room, 150,000 gsf hotel; 255,000 gsf of artist live/work space; 100,000 gsf of community services; 251.3 acres of new parks, sports fields, and waterfront recreation areas, as well as 84 acres of new and improved State parkland; a 69,000-seat 49ers stadium; and a 75,000 gsf performance arena. The permanent employee population associated with the Project would be 10,730.

In addition, a 300-slip marina would be provided. Shoreline improvements would also be provided to stabilize the shoreline. The Project would include structured and on-street parking and various infrastructure improvements to support the development.

The Project includes amendments of the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, and amendments of the San Francisco General Plan and *Planning Code*, consistent with the development project.

## PROJECT OBJECTIVES

Project objectives are identified to both describe the underlying purpose of the Project and to guide the selection of potential Project alternatives. CEQA Guidelines Section 15126.6(a) requires that an EIR “describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the project.” Typically, project objectives represent a combination of both the Lead Agency and the developer’s intent and purpose in moving forward with the project.

In May 2007, the Board of Supervisors and the Mayor approved a resolution endorsing a Conceptual Framework for the integrated planning of both Hunters Point Shipyard and Candlestick Point. The Conceptual Framework was the result of a long planning process undertaken by the City and County of San Francisco, acting by and through the Mayor’s Office of Economic and Workforce Development, the Redevelopment Agency of the City and County of San Francisco, and Lennar Urban.

The City’s overarching goal for the Project is to revitalize the Bayview Hunters Point community by providing increased business and employment opportunities; housing options at a range of affordability levels; improved public recreation and open space amenities; an integrated transportation, transit, and infrastructure plan; and other economic and public benefits, all of which would collectively have no net negative impact on the City’s General Fund.

Subsequently, and in response to the Conceptual Framework, the San Francisco voters approved Proposition G in June 2008, which is called the Bayview Jobs, Parks, and Housing Initiative (“the Initiative”). Proposition G repealed Proposition F, which had established a special use district for the Project site; instead, Proposition G proposed that new zoning be established along with a land use program (Proposition G is included as Appendix B to this EIR). The Initiative states that the Project must be consistent with the following objectives, which are also identified in this EIR as the Project’s objectives:

1. The integrated development should produce tangible community benefits for the Bayview and the City, and in so doing should:
  - Improve the Candlestick Point State Recreation Area to enhance public access to the waterfront and enjoyment of the Bay
  - Create new public recreational and public open spaces in the Candlestick Point-Hunters Point Shipyard Development Plan (CP-HPS Development Plan)
  - Preserve the shoreline of the CP-HPS Development Plan site primarily for public park and public open space uses, including an extension of the Bay Trail along the waterfront
  - Create a range of job and economic development opportunities for local, economically disadvantaged individuals and business enterprises, particularly for residents and businesses located in the Bayview
  - Provide neighborhood-serving retail
  - Subsidize the creation of permanent space in the Shipyard for the existing artists
  - Transform the contaminated portions of the Shipyard Property into economically productive uses or public open space, as appropriate

- Implement the CP-HPS Development Plan with public benefits, whether or not the 49ers decide to remain in San Francisco, including developing alternate uses for the stadium site on the Shipyard Property that are consistent with the overall CP-HPS Development Plan objectives
2. The integrated development should re-connect Candlestick Point and the Hunters Point Shipyard site with the larger BVHP neighborhood and should maintain the character of the Bayview for its existing residents, and in so doing should:
    - Foster the creation of strong commercial, institutional, cultural and urban design ties between the development on Candlestick Point and the Hunters Point Shipyard and the Bayview in particular and the City in general
    - Provide automobile, public transportation, and pedestrian connections between the Shipyard, Candlestick Point, and the larger BVHP neighborhood
    - Create substantial affordable housing, jobs, and commercial opportunities for existing Bayview residents and businesses
  3. The integrated development should include substantial new housing in a mix of rental and for-sale units, both affordable and market-rate, and encourages the rebuilding of Alice Griffith Housing, and in so doing should:
    - Provide new affordable housing that is targeted to the lower income levels of the Bayview population, including new units that are suitable for families, seniors, and young adults
    - Include housing at levels dense enough to create a distinctive urban form and at levels sufficient to make the CP-HPS Development Plan financially viable; attract and sustain neighborhood retail services and cultural amenities; create an appealing walkable urban environment served by transit; help pay for transportation and other infrastructure improvements; and achieve economic and public benefits for the Bayview in particular and the City generally
    - Upon consultation with Alice Griffith Housing residents and the receipt of all required governmental approvals, rebuild Alice Griffith Housing to provide one-for-one replacement units targeted to the same income levels as those of the existing residents and ensure that eligible Alice Griffith Housing residents have the opportunity to move to the new, upgraded units directly from their existing Alice Griffith Housing units without having to relocate to any other area
    - Include a mix of stacked flats, attached townhomes and—in appropriately selected locations—low-rise, mid-rise, and high-rise towers, to help assure the economic feasibility of the development and provide a varied urban form
  4. The integrated development should incorporate environmental sustainability concepts and practices, and in so doing should:
    - Apply sustainability principles in the design and development of public open spaces, recreation facilities, and infrastructure including wastewater, storm water, utility, and transportation systems
    - Incorporate green building construction practices
    - Include energy efficiency and the use of renewable energy
    - Encourage green development projects, such as green office, research and development, or industrial projects, including a green technology, biotechnology, or digital media campus



5. The integrated development should encourage the 49ers—an important source of civic pride—to remain in San Francisco by providing a world-class site for a new waterfront stadium and necessary infrastructure, and in so doing should:
  - Provide the parking necessary to operate the stadium
  - Provide the necessary transportation infrastructure, including automobile, public transit and pedestrian connections between Candlestick Point, Hunters Point Shipyard, and the larger BVHP neighborhood, to facilitate the efficient handling of game day traffic
6. The integrated development should be fiscally prudent, with or without a new stadium, and in so doing should:
  - Minimize any adverse impact on the General Fund relating to the development of the Project Site by relying to the extent feasible on the development to be self-sufficient
  - Encourage substantial private capital investment

## APPROVAL REQUIREMENTS

Consistent with the intended uses of the EIR, implementation of the Project would require multiple approvals from City, regional, state, and federal agencies. Table ES-1 (Major Project Approvals) presents the major approval requirements.

**Table ES-1 Major Project Approvals**

**CITY AND COUNTY SAN FRANCISCO APPROVAL PROCESS AND PERMITS**

**Redevelopment Agency Commission**

- Certifies the Final EIR
- Adopts CEQA findings, a statement of overriding considerations, and a mitigation monitoring and reporting program
- Approves Reports to the Board of Supervisors on the amendments to Redevelopment Plans
- Approves amendments to the *Hunters Point Shipyard Redevelopment Plan* and approves amendments to the Hunters Point Shipyard Design for Development
- Approves amendments to the *Bayview Hunters Point Redevelopment Plan* and approves a Design for Development for Candlestick Point
- Approves land transfer agreements with the Navy, City, and State agencies
- Approves land transfer agreements with Port Commission, State Lands Commission, and CDPR
- Approves Disposition and Development Agreements and Owner Participation Agreements

**Port Commission**

- Approves land transfer agreements with Agency, State Lands Commission, and CDPR

**Planning Commission**

- Certifies the Final EIR
- Adopts CEQA findings, a statement of overriding considerations, and mitigation monitoring and reporting program
- Approves shadow determinations/impacts
- Adopts amendments to the General Plan to accommodate the Project and to find the amendments for the *Hunters Point Shipyard Redevelopment Plan* and *Bayview Hunters Point Redevelopment Plan* in conformity with the General Plan
- Adopts resolution recommending to the Board of Supervisors approval of amendments to the Planning Code/Zoning Maps for the Project
- Authorizes cooperative agreement with Redevelopment Agency

## Table ES-1 Major Project Approvals

### Board of Supervisors

- Affirms certification of Final EIR
- Adopts CEQA findings, a statement of overriding considerations, and a mitigation monitoring and reporting program
- Approves General Plan amendments
- Approves amendments to the *Hunters Point Shipyard Redevelopment Plan* and the *Bayview Hunters Point Redevelopment Plan*
- Approves amendments to the Planning Code/Zoning Maps
- Approves other necessary code amendments
- Approves a Joint Facilities Agreement and Tax Allocation Agreements with the Redevelopment Agency
- Approves land transfer agreements

### San Francisco Public Utilities Commission

- Approves Project infrastructure for water, sewer, stormwater, electricity

### Department of Building Inspection

- Approves Project construction-related permits.

### Department of Public Works

- Approves subdivision maps, public improvements, and infrastructure

### Department of Public Health

- Recommends ordinance to Board related to oversight of environmental controls; oversees compliance with environmental controls

### Municipal Transportation Authority

- Approves transit improvements

### Department of Recreation and Parks

- Approves land transfers
- Recommends to Planning Commission shadow determinations/impacts

### Art Commission

- Approves public art and the design of public structures on City property

### San Francisco Housing Authority

- Approves replacement of Alice Griffith housing

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## REGIONAL, STATE, AND FEDERAL APPROVALS

### Bay Conservation and Development Commission

- Approves amendments of the Bay Plan and Seaport Plan
- Approves permits for activities within BCDC's jurisdiction, including the proposed Yosemite Slough bridge

### State Lands Commission

- Approves public trust land exchange agreement

### California Department of Parks and Recreation

- Approves agreement for the reconfiguration of Candlestick Point State Recreation Area
- Approves General Plan Amendment for the reconfiguration of Candlestick Point State Recreation Area

### California Department of Transportation

- Approves any necessary encroachment permits for the Project roadway improvements

### Regional Water Quality Control Board

- Approves Section 401 water quality certification

### Bay Area Air Quality Management District

- Approves any necessary air quality permits for individual uses

## Table ES-1 Major Project Approvals

### Navy

- Authorizes the execution of necessary transactional documents with the Redevelopment Agency to transfer property at Hunters Point Shipyard for the development of the Project

### US Army Corps of Engineers

- Approves permit for fill related to the Yosemite Slough bridge, shoreline improvements, and other activities.

### Department of the Interior

- Approves conversion of portions of Candlestick Point State Recreation Area reconfiguration improved with Land and Water Conservation Fund grants

### US Coast Guard

- Issues determination regarding vessel navigability for the Yosemite Slough bridge

### US Department of Housing and Urban Development

- Approves land transfer agreements involving Alice Griffith public housing site and funding approvals

SOURCE: Agency, Planning Department.

This Table is not intended to provide an exhaustive or exclusive list of the numerous public agency approvals that may be necessary to carry out the Project over its 20-year build-out. Instead, the Table provides a list of the major land use entitlements and related approvals anticipated from local and State agencies that may rely on this EIR. It is also anticipated that other permit and transactional approvals will be necessary as these major entitlements are implemented and that the approving public agencies, to the extent required by law, will rely on this EIR, in accordance with the requirements of CEQA and the CEQA Guidelines, in granting such approvals. This Table also lists federal agencies that would have jurisdiction over certain aspects of the Project.

## AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

This EIR has been prepared by the Redevelopment Agency and the City (Planning Department) as co-lead agencies for the Project, in conformance with the substantive and procedural requirements of CEQA and the CEQA Guidelines (as amended through 2007),<sup>1</sup> Agency CEQA guidelines, Chapter 31 of the *San Francisco Administrative Code*, and Planning Department CEQA guidelines. In accordance with *Public Resources Code* Section 21002.1, the purpose of this EIR is to identify the significant environmental impacts of the Project, to identify alternatives to the Project, and to indicate the manner in which those significant effects could be mitigated or avoided.

This EIR evaluates the Project's environmental effects at a project level of detail and examines all phases of the Project, including planning, construction, and operation, as well as the direct, indirect, and cumulative impacts that might result. It is anticipated that each discretionary approval related to the implementation of the Project would rely on this EIR and would not require preparation of subsequent environmental documentation, unless otherwise required by CEQA pursuant to *Public Resources Code* Section 21166 and CEQA Guidelines Sections 15162 through 15164.

Lennar Urban filed an Environmental Evaluation application (EE application) with the Planning Department on August 27, 2007. The filing of the EE application initiated the environmental review process as outlined below. The EIR process provides an opportunity for the public to review and comment upon the Project's potential environmental effects and to further inform the environmental analysis. As a first step in complying with the procedural requirements of CEQA, the Notice of

<sup>1</sup> *California Environmental Quality Act*, (*Pub. Res. Code* Sec. 21000 et seq.; CEQA) and the CEQA Guidelines (*Cal. Code Regs.* Sec. 15000 et seq.).

Preparation (NOP) process was used to determine whether any aspect of the Project, either individually or cumulatively, may cause a significant effect on the environment and, if so, to narrow the focus (or scope) of the environmental analysis.

The Agency and the City filed the NOP with the California Office of Planning and Research, State Clearinghouse, as an indication that an EIR would be prepared. In turn, the State Clearinghouse distributed the NOP to public agencies and interested parties for a 30-day public review period beginning August 31, 2007. In addition, the NOP was also sent to organizations, companies, and/or individuals that the Agency and the City believed might have an interest in the Project. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis contained in the Draft EIR. In addition, in order to solicit further comments on the scope and content of the environmental analysis to be included in the EIR, the Agency and the City held two public scoping meetings.

A copy of the NOP is included as Appendix A to this EIR. The NOP included the India Basin Shoreline, which would be evaluated on a programmatic basis, as part of the Project; however, since publication of the NOP, the Agency and the City decided to remove the India Basin Shoreline area from the Project and will analyze development in that area as part of a separate EIR.

This EIR addresses environmental issues that are known or were raised by agencies or interested parties during the NOP public review period for the proposed project. In response to the NOP, nine comment letters were submitted to the Agency and the City by public agencies, organizations, and individuals. The NOP comment letters are summarized below:

- **California Department of Transportation (Caltrans)** provided comments pertaining to traffic volume and congestion on the State Highway System and recommended that a traffic impact analysis be prepared.
- **California Public Utilities Commission (CPUC)** provided comments identifying CPUC as a responsible agency if new at-grade rail crossings were proposed. The letter suggested that the unused railroad tracks leading to the Shipyard be removed as mitigation for development in the area.
- **California Department of Parks and Recreation** provided comments for the analysis of the Project in relation to the Candlestick Point State Recreation Area (CPSRA) and consistency with the adopted CPSRA General Plan. The comments also addressed public access to the shoreline, hazardous materials, proposed transportation improvements, and stormwater.
- **San Francisco Bay Conservation and Development Commission (BCDC)** provided a comment regarding BCDC's jurisdiction over the Project, including the 100-foot BCDC jurisdictional band and the BCDC priority use areas identified in the Bay Plan. The Bay Plan identifies Hunters Point Shipyard (HPS) as a "Port priority" use area and Candlestick Point as "Waterfront Park" and "Beach" priority areas.
- **The Bay Trail Project** provided comments on the proposed extension of the Bay Trail. The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments and is responsible for implementation of the Bay Trail Plan. The comments addressed consistency of the proposed Bay Trail improvements with the Bay Trail Plan and the relationship of the trail with proposed transportation improvements.

- **City of Brisbane** provided comments regarding the characterization of the US-101/Geneva/Harney interchange and Geneva Avenue extension and analysis of the Project in relation to future transportation improvements necessary to serve the Project.
- **Literacy for Environmental Justice** provided comments regarding the cleanup of the Shipyard, and stated that such actions must be to residential standards.
- **Arc Ecology** provided comments regarding Project alternatives, social and economic impacts, and the level of environmental review that was proposed for the Project. Additional concerns focused on the content of the NOP.
- An **individual** resident in Bayview Hunters point provided comments regarding accessibility to the waterfront, aesthetics and neighborhood character of the waterfront area, and traffic.

## ALTERNATIVES

A number of alternatives were analyzed that would avoid or substantially lessen some of the significant effects of the project. These alternatives, which are fully addressed in Chapter 6 (Alternatives) of this document, include the following:

- **Alternative 1: No Project**—Consistent with Section 15126.6(e)(1) of the CEQA Guidelines, this alternative assumes that no new development would occur at Candlestick Point and HPS Phase II would be developed with new uses consistent with the existing *Hunters Point Shipyard Redevelopment Plan* (HPS Redevelopment Plan).

This alternative was selected in accordance with CEQA Guidelines Section 15126.6(e)(3)(A), which states that when the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the “no project” alternative would be the continuation of the existing plan, policy, or operation into the future. This discussion would allow the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

- **Alternative 2: CP-HPS Phase II Development Plan; No Yosemite Slough Bridge**—Alternative 2 would have the same land use program proposed with the Project, including the State Parks agreement. Alternative 2 would not include the Yosemite Slough bridge. The main roadway connection between Candlestick Point and HPS Phase II would be via Ingalls Street. A bus rapid transit route would be constructed along an abandoned railroad right-of-way to provide access between Candlestick Point and HPS Phase II. This alternative assumes that the 49ers Stadium is relocated to HPS Phase II and the Agency enters into an agreement with CPSRA to reconfigure CPSRA land in the same way as for the Project.

This alternative was selected to avoid impacts to biological resources associated with bridge construction and operation. Significant traffic, noise, and air quality impacts would not be reduced. This alternative would result in greater transportation-related impacts on game days because vehicular ingress and egress to and from the stadium would be delayed and traffic levels would be increased on local streets, including Innes Avenue, Evans Avenue, and Ingalls Street.

- **Alternative 3: Reduced CP-HPS Phase II Development; San Francisco 49ers Stay at Existing Candlestick Park Stadium; Limited State Parks Agreement; Yosemite Slough Bridge Serving Only Transit, Bicycles, and Pedestrians**—Alternative 3 would be a reduced development alternative. Total housing with this alternative would be 5,210 units, about half of the units proposed with the Project. At Candlestick Point, residential development would be decreased and retail and arena uses would not be developed. Replacement of the Alice Griffith Public Housing site would occur and consist of 1,210 housing units. Minor improvements would be made



to the CPSRA under the Limited State Parks Agreement. At HPS Phase II, housing would be increased; other uses at HPS Phase II would be similar to the Project. A new Yosemite Slough bridge serving only transit, bike and pedestrian traffic would extend Arelious Walker Drive from Candlestick Point to HPS Phase II. This alternative assumes that the 49ers football team would continue to use the existing Candlestick Park stadium. At HPS Phase II, the alternative would not include a new 49ers Stadium.

This alternative was selected to provide an alternative to the Project that reduces construction-related impacts generally and operational impacts associated with traffic, air quality, noise, demand for public services, biological resources, and other growth-related impacts. The development program of this alternative would be reduced compared to the Project and would generate fewer vehicle trips and reduce the area subject to development. This alternative would reduce traffic and noise impacts associated with an increase in vehicle trips and air quality impacts associated with Project construction and operation. This alternative would reduce impacts to biological resources associated with bridge construction and operation as a result of the narrower bridge footprint and reduced bridge traffic. Construction and/or operational impacts related to the amount of development and the development footprint, such as soil erosion and stormwater runoff, as well as operational impacts related to population and employment growth, such as police and fire services, would also be reduced by this alternative.

- **Alternative 4: Reduced CP-HPS Phase II Development; Historic Preservation; No HPS Phase II Stadium, Marina, or Yosemite Slough Bridge**—Alternative 4 would also be a reduced development alternative. Total housing with this alternative would be 7,350 units, about 30 percent less than proposed with the Project. The proposed floor areas for most uses would be approximately 30 percent smaller at full build-out in comparison to build-out of the Project. No improvements would be made in the CPSRA. This alternative includes preservation of three potentially historic structures at HPS Phase II. This alternative does not include construction of a bridge over Yosemite Slough.

This alternative was selected to provide a reduced development alternative to the Project. This alternative would reduce the area subject to development and would avoid significant impacts to historic resources at HPS Phase II. Reduced development would result in fewer vehicle trips. This alternative would reduce traffic and noise impacts associated with the increase in vehicle trips and air quality impacts associated with Project operation and construction. This alternative would also avoid impacts to biological resources associated with bridge construction and operation. Construction and/or operational impacts related to the amount of development and the development footprint, such as soil erosion and stormwater runoff, as well as operational impacts related to population and employment growth, such as police and fire services, would also be reduced by this alternative.

- **Alternative 5: Reduced CP-HPS Phase II Development; No HPS Phase II Stadium, State Parks Agreement, or Yosemite Slough Bridge**—Alternative 5 would have the same land use program proposed with the Project, except that the new stadium at HPS Phase II and the Yosemite Slough bridge would not be constructed. The total number of housing units would be the same as for the Project; however, because this alternative would not include the CPSRA boundary reconfiguration, the land area available for development would be smaller. Approximately 1,350 units would be shifted from Candlestick Point to HPS Phase II. This alternative assumes a State Parks agreement does not occur and there is no agreement with the 49ers for a stadium at the Project site.

This alternative was selected to reduce construction impacts generally and to avoid impacts to biological resources associated with bridge construction and operation. Significant traffic, noise, and air quality impacts would not be reduced. Construction impacts that relate to the size of the development footprint would also be reduced by this alternative.

Other alternatives were considered, but eliminated from further analysis in this EIR, including:

- Alternative San Francisco 49ers stadium locations (City of Brisbane or Port of San Francisco sites)
- Alternative land use plans and locations for the 49ers Stadium on HPS Phase II
- Alternative land use plan for Candlestick Point
- Develop Candlestick Point for parks and open space only
- Alternative locations for the Project within the City of San Francisco
- Alternative locations for the Project outside the City of San Francisco

## SUMMARY OF IMPACTS

Table ES-2, which is provided below, summarizes the (1) potential environmental impacts that would occur as a result of the proposed project, provided in the form of an “impact statement”; (2) the level of significance of the environmental impact prior to implementation of any applicable mitigation measures; (3) the recommended mitigation measures that avoid or reduce significant environmental impacts; and (4) the level of significance after mitigation measures are implemented.

There are generally two ways that the impact analysis is structured and then presented in Table ES-2. In most cases, there are three impact statements, with the first one reflecting the combined impact of Candlestick Point and HPS Phase II (i.e., Impact XX-#, such as Impact PH-2); the second addressing the impact at Candlestick Point (i.e., Impact XX-#a, such as Impact PH-2a); and the third addressing the impact at HPS Phase II (i.e., Impact XX-#b, such as Impact PH-2b). Where impacts could occur as a result of construction of the Yosemite Slough bridge, the marina, or the shoreline improvements, those impacts are usually discussed separately, resulting in four or more impact discussions, which would be numbered Impact PH-2c, Impact PH-2d, and Impact PH-2e, using the numbering sequence of the preceding example. In these cases, the impacts are still summarized with a combined impact of the Project. In some instances, the analyses for Candlestick Point and Hunters Point Shipyard Phase II are similar, and, therefore, are discussed together as the Project (i.e., Impact XX-#, such as Impact LU-2); in these cases, the analysis is not differentiated by area. One exception to this general format is in Section III.N (Biological Resources), where Project impacts are presented after the discussion of individual impacts at Candlestick Point and HPS Phase II. Project impacts begin with Impact BI-22 and conclude with Impact BI-26.

The impact statements provided in Table ES-2 (in the first column) reflect whether the impact is caused by construction of the Project; implementation of the Project (meaning the conditions that would exist after the Project were constructed, which is generally related to the development pattern); or operation of the Project (reflecting conditions that would exist during actual operational activities, such as additional motor vehicle trips resulting from uses at the Project site). In a few instances, the impact statement is factual, such as “The Project would conform to the current regional air quality plan.” In all cases, the impact statement reflects the condition that would result after the implementation of all of the identified mitigation measures.

The Draft EIR uses the following terms to describe the level of significance of impacts identified during the course of the environmental analysis:

- **Significant Impact (S)**—A “significant effect” is defined by Section 15382 of the CEQA Guidelines as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment ... [but] may be considered in determining whether the physical change is significant.” As defined in this EIR, a significant impact exceeds the defined significance criteria and will result in significant and unavoidable impacts, either with or without feasible mitigation. If there are no feasible mitigation measures to reduce the impact, including compliance with existing local, State, and federal laws and regulations, it is considered significant and unavoidable (SU) at the conclusion of the analysis. If there are feasible mitigation measures to reduce the impact, including compliance with existing local, State, and federal laws and regulations, it is considered significant and unavoidable with mitigation (SU/M) at the conclusion of the analysis
- **Potentially Significant Impact (PS)**—Impact that could exceed the defined significance criteria, but can be eliminated or reduced to a less-than-significant level through implementation of the identified mitigation measures.
- **Less-Than-Significant Impact (LTS)**—Impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations.
- **No Impact (NI)**—No adverse changes (or impacts) to the environment are expected.
- **Significant and Unavoidable Impact (SU)**—Impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations and/or implementation of all feasible mitigation measures.
- **Significant and Unavoidable Impact with Mitigation (SU/M)**— Impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- **Less-Than-Significant Impact with Mitigation (LTS/M)**—Impact that is reduced to a less-than-significant level through implementation of the identified mitigation measures.

Project impacts are assessed in light of existing regulatory requirements that would serve to mitigate potential impacts. The effectiveness of existing regulations to mitigate potential impacts is often affected by discretionary requirements, site characteristics, and project features and design-level considerations that are not yet detailed. Because there is some discretion in how these regulations can be applied, for some impacts, these requirements are included as mitigation measures to outline the specific process by which the Project will comply with these regulations.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<b>SECTION III.B ( LAND USE AND PLANS )</b>			
<b>Impact LU-1</b> Implementation of the Project would not physically divide an established community.	NI	No mitigation is required.	NI
<b>Impact LU-2</b> Implementation of the Project would not conflict with land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect.	LTS	No mitigation is required.	LTS
<b>Impact LU-3</b> Implementation of the Project would not have a substantial adverse impact on the existing character of the vicinity.	LTS	No mitigation is required.	LTS
<b>SECTION III.C (POPULATION, HOUSING, AND EMPLOYMENT)</b>			
<b>Impact PH-1</b> Construction of the Project would not induce substantial direct population growth.	LTS	No mitigation is required.	LTS
<b>Impact PH-2</b> Operation of the Project would not induce substantial direct or indirect population growth.	LTS	No mitigation is required.	LTS
<b>Impact PH-2a</b> Operation of Candlestick Point would not induce substantial direct or indirect population growth.	LTS	No mitigation is required.	LTS
<b>Impact PH-2b</b> Operation of HPS Phase II would not induce substantial direct or indirect population growth.	LTS	No mitigation is required.	LTS
<b>Impact PH-3</b> The Project would not displace existing housing units or residents, necessitating the construction of new units elsewhere.	NI	No mitigation is required.	NI

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements
<b>Impact PH-3a</b> Implementation of the Project would not displace existing housing units and residents at Candlestick Point, necessitating the construction of new units elsewhere.	NI	No mitigation is required.
<b>Impact PH-3b</b> Implementation of the Project would not displace existing housing units or residents at HPS Phase II, necessitating the construction of new units elsewhere.	NI	No mitigation is required.

SECTION III.D (TRANSPORTATION AND CIRCULATION)		
<b>Impact TR-1</b> Construction of the Project would result in transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity.	PS	<p><b>MM TR-1</b> Candlestick Point-Hunters Point Shipyard Phase II Construction Traffic Management Program. The Project Applicant shall develop and implement a Candlestick Point-Hunters Point Shipyard Phase II Construction Traffic Management Program to minimize impacts of the Project and its contribution to cumulative impacts related to construction activities and construction traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or provisions set forth by SFMTA, DPW or other City departments and agencies.</p> <p>Preparation of the Construction Management Program shall be the responsibility of the Project Applicant, and shall be reviewed and approved by SFMTA and DPW prior to initiation of construction. The Project Applicant shall update the program prior to approval of development plans for Phase II, Phase III, and Phase IV of construction to reflect any change to Project development schedule, reflect transportation network changes, to update status of other development construction activities, and to reflect any changes to City requirements.</p> <p>The program shall:</p> <ul style="list-style-type: none"> <li>■ Identify construction traffic management practices in San Francisco, as well as other jurisdictions that although not being implemented in the City could provide useful guidance for a project of this size and characteristics.</li> <li>■ Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines.</li> <li>■ Describe coordination efforts associated with the Navy remediation efforts and scheduling regarding</li> </ul>
		<b>SU/MM</b>



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>construction vehicle routing via the Crisp gate.</p> <ul style="list-style-type: none"> <li>■ Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities in the Bayview Hunters Point area. These could include construction strategies, demand management strategies, alternate route strategies, and public information strategies.</li> <li>■ Coordinate with other projects in construction in the immediate vicinity, so that they can take an integrated approach to construction-related traffic impacts.</li> <li>■ Present guidelines for selection of construction traffic management strategies.</li> </ul>	
<p><b>Impact TR-2</b> Implementation of the Project would cause an increase in traffic that would be substantial relative to the existing and proposed capacity of the street system, even with implementation of a Travel Demand Management Plan.</p>	<p><b>PS</b></p>	<p><b>MM TR-2 TDM Plan.</b> The Project Applicant shall prepare and implement a final TDM plan, which shall include the following elements:</p> <ul style="list-style-type: none"> <li>■ Visitor Variable, Market-Rate Parking Pricing</li> <li>■ Maximum Permitted Parking Ratios</li> <li>■ Flexible Parking Management Strategies</li> <li>■ Unbundled Residential Parking</li> <li>■ Transit Strategies and Support Strategies</li> <li>■ Central Transit Hub</li> <li>■ Enhanced Transit Service and Bicycle Facilities</li> <li>■ Bicycle Support Facilities</li> <li>■ Wayfinding Signs</li> <li>■ EcoPass for Residents</li> <li>■ Carshare Services</li> <li>■ Employee TDM Programs                             <ul style="list-style-type: none"> <li>&gt; Information Boards/Kiosks</li> <li>&gt; In-building Real-Time transit monitors with sightlines of transit hubs</li> <li>&gt; Commuter Benefits</li> <li>&gt; Employee EcoPass</li> <li>&gt; Carpool/Manpools</li> <li>&gt; Guaranteed Ride Home Program</li> <li>&gt; Compressed Work Weeks, Flex Time, and Telecommuting</li> </ul> </li> <li>■ CP-HPS Transportation Management Association</li> <li>■ On-site Transportation Coordinator and Website</li> </ul>	<p><b>SU/MM</b></p>

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation		
Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation		
<p><b>Impact TR-3</b> Implementation of the Project would contribute traffic to significant cumulative impacts at intersections in the Project vicinity.</p>	PS	<ul style="list-style-type: none"> <li>■ Targeted Marketing</li> <li>■ Monitoring of Transportation Demand</li> <li>■ Monitoring Effectiveness of Congestion-Reducing and Traffic-Calming Efforts</li> </ul> <p>The final TDM plan shall be approved as part of the Disposition and Development Agreement (DDA).</p> <p>No feasible mitigation is identified.</p>	SU
<p><b>Impact TR-4</b> At the intersection of Tunnel/Blanken, implementation of the Project would result in significant Project AM peak hour traffic impacts, and would contribute to cumulative PM peak hour traffic impacts.</p>	PS	<p><b>MM TR-4</b> Restripe the northbound and southbound approaches of the intersection of Tunnel/Blanken to provide dedicated left-turn lanes adjacent to shared through/right-turn lanes. The restriping would require prohibition of parking for 160 feet in the southbound approach (loss of eight parking spaces) and for 100 feet in the northbound approach (loss of five parking spaces).</p> <p>Implementation of the intersection restriping shall be the responsibility of SFMTA, and shall be implemented when intersection improvements associated with the Visitation Valley Redevelopment Plan (i.e., signalization) are no longer sufficient to maintain acceptable intersection level of service conditions.</p> <p>No feasible mitigation is identified.</p>	SU/MM
<p><b>Impact TR-5</b> Implementation of the Project would contribute traffic at some study area intersections that would operate at LOS E or LOS F under 2030 No Project conditions.</p>	PS	<p>No feasible mitigation is identified.</p>	SU
<p><b>Impact TR-6</b> Implementation of the Project could contribute traffic at the intersections of Geneva/US-101 Southbound Ramps and Harney/US-101 Northbound Ramps, which would operate at LOS F under 2030 No Project conditions.</p>	PS	<p><b>MM TR-6</b> <u>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts.</u> The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure Project-generated vehicle trips are accounted for in the Harney Interchange analyses and design.</p> <p>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA. The Project Applicant shall contribute its fair share to the Harney Interchange Project.</p>	SU/MM
<p><b>Impact TR-7</b> Implementation of the Project could contribute traffic to the intersections of Amador/Cargo/Illinois, which would</p>	PS	<p><b>MM TR-7</b> <u>Feasibility study of reconfiguring the southbound approach on Illinois Street to provide a dedicated southbound left turn lane and a dedicated right-turn lane.</u> SFMTA shall conduct a feasibility study with the Port of San Francisco to determine the feasibility of reconfiguring the southbound approach on Illinois Street to provide a dedicated southbound left turn lane and a dedicated right-turn lane. Sufficient right-of-way is available</p>	SU/MM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
operate at LOS E under 2030 No Project.		to implement this improvement; however, provision of two southbound lanes would require narrowing a portion of the island to the west of the southbound approach to Cargo Way. Implementation of the intersection improvements shall be the responsibility of SFMTA and the Port of San Francisco, and shall be implemented when traffic operating conditions with the existing intersection configuration worsens to unacceptable levels. If determined feasible, the Project Applicant shall contribute its fair share to the intersection improvements.	
<b>Impact TR-8</b> Implementation of the Project could contribute traffic to the intersections of Bayshore/Geneva, which would operate at LOS F under 2030 No Project.	PS	<b>MM TR-8</b> Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts. The City of Brisbane, as part of the Geneva Avenue Extension Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFC TA) and SFMTA shall coordinate with the City of Brisbane to ensure projected traffic volumes are accounted for in the design of the Geneva Avenue Extension.  Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFC TA. The Project Applicant shall contribute its fair share to the Geneva Avenue Extension Project.	SU/MM
<b>Impact TR-9</b> Implementation of the Project would have less-than-significant Project and cumulative impacts at some study area intersections that would operate at LOS E or LOS F under 2030 No Project conditions.	LTS		LTS
<b>Impact TR-10</b> Implementation of the Project would result in significant Project traffic spillover impacts and contribute to cumulative traffic spillover impacts.	PS	MM TR-2 and MM TR-17 would apply to this impact.	SU/MM
<b>Impact TR-11</b> Implementation of the Project would contribute to significant cumulative traffic impacts at four freeway segments.	PS	No feasible mitigation is identified.	SU
<b>Impact TR-12</b> Implementation of the Project would result in significant impacts at four freeway on-ramp locations.	PS	No feasible mitigation is identified.	SU

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<b>Impact TR-13</b> Implementation of the Project would contribute to significant cumulative traffic impacts at 12 freeway ramp locations.	PS	No feasible mitigation is identified.	SU
<b>Impact TR-14</b> Implementation of the Project could result in significant impacts related to freeway diverge queue storage at the Harney/US-101 Northbound Off-ramp.	PS	MM TR-6 would apply to this impact.	SU/MM
<b>Impact TR-15</b> Implementation of the Project could contribute to significant cumulative traffic impacts related to freeway diverge queue storage at some off-ramp locations (US-101 Northbound off-ramp to Harney Way, and US-101 Southbound Off-ramp to Harney Way/Geneva Avenue).	PS	MM TR-6 would apply to this impact.	SU/MM
<b>Impact TR-16</b> Implementation of the Project would increase traffic volumes and would not contribute to cumulative traffic volumes on Harney Way.	PS	<b>MM TR-16</b> <u>Widen Harney Way as shown in Figure 5 in the Transportation Study.</u> Prior to issuance of the grading permit for Phase II of the Project, the Project Applicant shall widen Harney Way as shown in Figure 5 in the Transportation Study. Prior to the issuance of grading permits for Phases 2, 3 and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersection on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.	LTS/MM
<b>Impact TR-17</b> Implementation of the Project would not exceed available transit capacity, because the Project and the Project's contribution to cumulative demand would be	PS	<b>MM TR-17</b> <u>Implement the Project's Transit Operating Plan.</u> The Project Applicant shall work with SFMTA to develop and implement the Project's Transit Operating Plan. Elements of the Project Transit Operating Plan shall include: <ul style="list-style-type: none"> <li>■ Extension of the 24-Divisadero, the 44-O'Shaughnessy, and the 48-Quintara-24<sup>th</sup> Street into Hunters Point Shipyard.</li> </ul>	LTS/MM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p>accommodated within the existing transit service, proposed TEP service, plus the service proposed as part of the Project.</p>		<ul style="list-style-type: none"> <li>■ Increased frequency on the 24-Divisadero to 6 minutes in the AM and PM peak periods. Extension of the 29-Sunset from its current terminus near the Alice Griffith housing development, near Gilman Avenue and Giants Drive, into the proposed Candlestick Point retail area. The 29-Sunset would operate a short line between Candlestick Point and the Balboa Park BART station. This would increase frequencies on the 29-Sunset by reducing headways between buses from 10 minutes to 5 minutes during the AM and PM peak periods between Candlestick Point and the Balboa BART station. Every other bus would continue to serve the Sunset District (to the proposed terminus at Lincoln Drive and Pershing Drive in the Presidio) at 10-minute headways.</li> <li>■ Convert T-Third service between Bayview and Chinatown via the Central Subway from one-car to two-car trains or comparable service improvement. Extension of the 28L-19<sup>th</sup> Avenue Limited from its TEP-proposed terminus on Geneva Avenue, just east of Mission Street, into the Hunters Point Shipyard transit center. The 28L-19<sup>th</sup> Avenue Limited would travel along Geneva Avenue across US-101 via the proposed Geneva Avenue extension and new interchange with US-101, to Harney Way. East of Bayshore Boulevard, the 28L-19<sup>th</sup> Avenue Limited would operate as BRT, traveling in exclusive bus lanes into the Candlestick Point area. The BRT route would travel through the Candlestick Point retail corridor, and cross over Yosemite Slough into the Hunters Point Shipyard transit center.</li> <li>■ The 28L-19<sup>th</sup> Avenue Limited would operate a short line to the Balboa Park BART station. This would increase frequencies on the 28L-19<sup>th</sup> Avenue Limited by reducing headways between buses from 10 minutes to 5 minutes for the segment between Hunters Point Shipyard and the Balboa Park BART station. Every other bus would continue to the Sunset District (to the proposed terminus at North Point Street and Van Ness Avenue) at 10-minute headways. If the TEP-proposed extension of the 28L has not been implemented by the SFMTA by the time implementation of this measure is called for in the Transportation Study (Appendix D), the Project Applicant shall fund the extension of that line between its existing terminus and Bayshore Boulevard.</li> <li>■ New CPX-Candlestick Express to downtown serving the Candlestick Point site, traveling along Harney Way (with potential stops at Executive Park), before traveling on US-101 toward downtown, terminating at the Transbay Terminal.</li> <li>■ New HPX-Hunters Point Shipyard Express to downtown serving the Hunters Point Shipyard site, traveling from the Hunters Point Shipyard Transit Center, along Innes Avenue, with stops at the India Basin and Hunters View areas, before continuing along Evans Avenue to Third Street, eventually entering I-280 northbound at 25<sup>th</sup>/Indiana. The HPX would continue non-stop to the Transbay Terminal in Downtown San Francisco.</li> </ul>	
<p><b>Impact TR-18</b> With implementation of the Project with proposed transit improvements, the Project demand and the Project's contribution to cumulative demand</p>	<p><b>PS</b></p>	<p>MM TR-17 would apply to this impact.</p>	<p><b>LTS/MM</b></p>



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Level of Significance Prior to Mitigation
<p>would not exceed the proposed transit system's capacity at the study area corridors.</p> <p><b>Impact TR-19</b> Implementation of the Project would add transit trips and the Project's contribution to cumulative transit trips to the Downtown Screenlines would not increase demands in excess of available capacity.</p>	LTS
<p><b>Impact TR-20</b> Implementation of the Project would add transit trips and the Project's contribution to cumulative transit trips would not contribute significantly to Regional Screenlines conditions where overall ridership is projected to exceed available capacity.</p>	LTS
<p><b>Impact TR-21</b> Implementation of the Project could increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno.</p>	PS
<p><b>Impact TR-21.1</b> Maintain the proposed headways of the 9-San Bruno. To address Project impacts to the 9-San Bruno, prior to issuance of a grading permit for Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the San Bruno Avenue corridor, generally between Campbell Avenue and Silver Avenue. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 9-San Bruno.</p> <ul style="list-style-type: none"> <li>■ Install a transit-only lane on northbound San Bruno Avenue for the one-block section (400 feet) between Silliman Street and Silver Avenue. This would involve removal of five metered spaces on the east side of San Bruno Avenue, just south of Silver Avenue. Treatment for transit-only lanes can range from striping to physical elevation changes or barriers to protect transit right-of-way from mixed-flow traffic.</li> <li>■ Install a transit-only lane on southbound San Bruno Avenue at the approach to Dwight Street/Paul Avenue. This lane would function as a so-called "queue-jump" lane, allowing buses to bypass queues on southbound San Bruno Avenue at the intersection. The lane should begin approximately 200 feet north of Dwight Street and extend one block (about 300 feet) south of Paul Avenue to Olmstead Street. This would involve the removal of up to 20 on-street parking spaces on the west side of San Bruno Avenue. This treatment could be limited to peak hours only, which would minimize the impact of the parking loss. The segment of San Bruno Avenue between Dwight Street and Olmstead Street is designated as Bicycle Routes #705 and 5 (Class III signed routes).</li> </ul>	LTS
<p><b>Impact TR-21.2</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.3</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.4</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.5</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.6</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.7</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.8</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.9</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.10</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.11</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.12</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.13</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.14</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.15</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.16</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.17</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.18</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.19</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.20</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.21</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.22</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.23</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.24</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.25</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.26</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.27</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.28</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.29</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.30</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.31</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.32</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.33</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.34</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.35</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.36</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.37</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.38</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.39</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.40</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.41</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.42</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.43</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.44</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.45</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.46</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.47</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.48</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.49</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.50</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.51</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.52</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.53</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.54</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.55</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.56</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.57</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.58</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.59</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.60</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.61</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.62</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.63</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.64</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.65</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.66</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.67</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.68</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.69</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.70</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.71</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.72</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.73</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.74</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.75</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.76</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.77</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.78</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.79</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.80</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.81</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.82</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.83</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.84</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.85</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.86</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.87</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.88</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.89</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.90</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.91</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.92</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.93</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.94</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.95</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.96</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.97</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.98</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.99</b> No mitigation is required.</p>	LTS
<p><b>Impact TR-21.100</b> No mitigation is required.</p>	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>At the intersection of San Bruno/Silver install signal priority treatments on westbound Silver Avenue, where buses waiting to turn left from Silver Avenue onto southbound San Bruno Avenue must currently wait through almost an entire signal cycle due to the heavy oncoming traffic on eastbound Silver Avenue. Installation of a transit signal pre-emption at this location that provides a "green" signal for westbound vehicles but holds eastbound vehicles when buses are present would allow transit vehicles to turn left onto San Bruno Avenue without having to wait for opposing eastbound through traffic to clear.</li> </ul>	
		<p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped with transit priority elements.</p>	
		<p><b>MM TR-21.2</b> Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno. Should mitigation measure MM TR-21.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	
		<p><b>MM TR-22.1</b> Maintain the proposed headways of the 23-Monterey, 24-Divisadero and the 44-O'Shaughnessy. To address Project impacts to the 23-Monterey, 24-Divisadero and the 44-O'Shaughnessy, prior to issuance of a grading permit for Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Palou Avenue corridor, generally between Griffith Street and Newhall Street. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 23-Monterey, 24-Divisadero and the 44-O'Shaughnessy.</p>	<b>SU/MM</b>
<b>Impact TR-22</b>	<b>PS</b>	<p>Implementation of the Project would contribute traffic to cumulative conditions at intersections along Palou Avenue, which would increase travel times and impact operations of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy.</p>	
		<ul style="list-style-type: none"> <li>Convert one of the two westbound travel lanes on Palou Avenue between Keith Street and Newhall Street (three blocks) to a transit-only lane at all times. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. Because the westbound lanes between Third Street and Newhall Street are relatively narrow, parking would likely need to be prohibited on the north side of Palou Avenue between Third Street and Newhall Street (approximately 600 feet) during peak periods to maximize the effectiveness of the transit-only lane.</li> </ul>	
		<ul style="list-style-type: none"> <li>Convert one of the two eastbound travel lanes on Palou Avenue between Newhall Street and Third Street (one block) to a transit-only lane at all times. Because the eastbound travel lanes between Newhall Street are relatively narrow, parking would likely need to be prohibited on the south side of Palou Avenue between Newhall Street and Third Street (approximately 600 feet) during peak periods to maximize the effectiveness of the transit-only lane. In the eastbound direction, east of Third Street, buses would re-enter the single mixed-flow traffic lane at the bus stop on the far (east) side of Third Street.</li> </ul>	

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>■ There are currently pedestrian corner bulbs on the northwest and southwest corners of the intersection of Palou Avenue and Third Street. In order to accommodate the transit-only lanes west of Third Street, these bulbouts would be reconfigured or removed. Although removing pedestrian bulb-outs may increase pedestrian crossing distances and is generally inconsistent with the City's desire to prioritize pedestrian activity, in this case, the improvement would offer substantial benefits to transit travel times by allowing a transit-only lane through a congested intersection. This would be consistent with the City's transit-first policy.</li> <li>■ During the PM peak period only, prohibit parking on westbound Palou Avenue for the four-block segment between Griffith Street/Crisp Avenue and Keith Street, to provide for a PM peak period curb transit-only lane along this segment. This would create a continuous westbound transit-only lane on Palou Avenue between Griffith Street/Crisp Avenue and Newhall Street during the PM peak period.</li> <li>■ As an alternative to the bulleted measures above, narrow the existing sidewalks on Palou Avenue from Third Street to Crisp Avenue (seven blocks) from 15 feet to 12 feet in width. The pedestrian bulb-outs on the west side of Third Street would be removed. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Palou Avenue. This would preserve on-street parking along the corridor and provide a seven-block transit-only lane on Palou Avenue between Griffith Street/Crisp Avenue and Newhall Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic.</li> </ul>	
		<p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include signal priority treatments at other signalized intersections including at Bayshore/Cortland, Bayshore/Industrial, and Bayshore/Oakdale.</p>	
<p><b>Impact TR-23</b> Implementation of the Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would</p>	<p><b>PS</b></p>	<p><b>MM TR-22.2</b> Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy. Should mitigation measure MM TR-22.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	<p><b>SU/MM</b></p>
<p>Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would</p>	<p><b>PS</b></p>	<p><b>MM TR-23.1</b> Maintain the proposed headways of the 29-Sunset. To address Project impacts to the 29-Sunset, prior to issuance of a grading permit for Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Gilman Avenue and Paul Avenue corridor, generally between Arellous</p>	<p><b>SU/MM</b></p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
increase travel times and would impact operations of the 29-Sunset.		<p>Walker Drive and Bayshore Boulevard. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 29-Sunset.</p> <ul style="list-style-type: none"> <li>■ For the five-block segment of Gilman Avenue between Arelious Walker Drive and Third Street, prohibit on-street parking on westbound Gilman Avenue during the AM and PM peak periods to provide for three westbound travel lanes. During the peak periods convert one of the three westbound travel lanes to transit-only. During off-peak periods, parking would be allowed, and buses would travel in one of the two mixed-flow lanes. The peak period transit lanes would impact 90 parking spaces.</li> <li>■ For the same five-block segment of Gilman Avenue between Arelious Walker Drive and Third Street, restripe the eastbound direction to provide two travel lanes, one of which would accommodate on-street parking and one of which would be a mixed-flow travel lane. During the AM and PM peak periods, prohibit on-street parking in the eastbound direction, and operate one of the two eastbound lanes as transit-only lanes. The peak period transit lanes would impact 80 parking spaces.</li> <li>■ As an alternative to the two bulleted measures above, narrow the existing sidewalks on Gilman Avenue from Third Street to Griffith Street (four blocks) from 15 feet to 12 feet in width. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Gilman Avenue. This would preserve on-street parking along the corridor and provide four-block transit-only lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic.</li> <li>■ Prohibit on-street parking on the north side of Paul Avenue, between Third Street and Bayshore Boulevard to create two westbound through lanes. Convert one westbound through lane to transit-only in the AM and PM peak periods. The peak period transit-only lane would impact 40 parking spaces. At the intersection of Paul Avenue and Bayshore Avenue, provide transit signal priority treatment (i.e., queue jump) to allow transit vehicles to maneuver into the mixed flow left-hand lane, facilitating a left-turn movement immediately west of Bayshore Boulevard from westbound Paul Avenue to southbound San Bruno.</li> </ul> <p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include transit priority treatments on San Bruno Avenue, on the portions where the 29-Sunset travels.</p> <p><b>MM TR-23.2</b> <u>Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset. Should mitigation measure MM TR-23.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</u></p>	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Level of Significance Prior to Mitigation
Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact TR-24</b> Implementation of the Project would increase congestion at intersections along Evans Avenue, which would increase travel times and impact operations of the 48-Quintara-24<sup>th</sup> Street.</p>	<p>PS</p>
<p><b>MM TR-24.1</b> Maintain the proposed headways of the 48-Quintara-24<sup>th</sup> Street. To address Project impacts to the 48-Quintara-24<sup>th</sup> Street, prior to issuance of a grading permit for Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Evans Avenue corridor, generally between Hunters Point Boulevard and Napoleon Street. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 48-Quintara-24<sup>th</sup> Street.</p> <ul style="list-style-type: none"> <li>■ On Evans Avenue, between Jennings Street and Napoleon Street (a nine-block segment—about 6,000 feet), convert one of the two travel lanes in each direction to a transit-only lane at all times. Treatment for transit-only lanes can range from striping to physical elevation changes or barriers to protect transit right-of-way from mixed-flow traffic.</li> </ul> <p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include extension of transit only lanes in one or both directions between Napoleon Street and Cesar Chavez Street or onto Hunters Point Boulevard and Innes Avenue.</p> <p><b>MM TR-24.2</b> Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24<sup>th</sup> Street. Should mitigation measure MM TR-24.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24<sup>th</sup> Street. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p> <p><b>MM TR-25</b> Purchase additional transit vehicles to mitigate the Project impacts and Project contribution to cumulative impacts to headways on 54-Felton. SFMTA shall purchase additional transit vehicles to mitigate the Project impacts and Project contribution to cumulative impacts to headways on 54-Felton. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	<p>SU/MM</p>
<p><b>Impact TR-25</b> Implementation of the Project would increase congestion at intersections in the study area, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the 54-Felton.</p> <p><b>Impact TR-26</b> Implementation of the Project would increase congestion at intersections along Third Street, and make a considerable contribution to cumulative impacts that would increase travel times and impact</p>	<p>PS</p>
<p><b>MM TR-26.1</b> Maintain the proposed headways of the T-Third. To address Project impacts to the T-Third, prior to issuance of a grading permit for Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvement that could reduce Project impacts on transit operations along Third Street between Thomas Avenue and Kirkwood Avenue. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the T-Third.</p>	<p>SU/MM</p>



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
operations of the T-Third.		<ul style="list-style-type: none"> <li>Reconfigure the section of Third Street between Thomas Avenue and Kirkwood Avenue (9 blocks) where the light rail vehicles currently share the travel lane with auto traffic to provide a dedicated transit right-of-way, consistent with the rest of the route. This would require either removal of one travel lane in each direction on Third Street, or removal of on-street parking and some sidewalk bulbouts. In addition, left-turns from Third Street in this segment would be restricted in both directions. Treatment for transit-only lanes can range from striping to physical elevation or barriers to protect transit right-of-way from mixed-flow traffic.</li> </ul> <p>Implementation of the intersection reconfiguration shall be the responsibility of SFMTA, and shall be implemented when the results of the study described above indicate transit improvements are necessary. The Project Applicant shall fully fund the costs of implementing the transit priority improvements prior to approval of subsequent phases of development.</p> <p><b>MM TR-26.2</b> Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the T-Third. Should mitigation measure MM TR-26.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the T-Third. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p> <p><b>MM TR-27.1</b> Ensure transit preferential treatment is accounted for in the design of the Geneva Avenue Extension. The City of Brisbane, as part of the Geneva Avenue Extension Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFCTA) and SFMTA shall coordinate with the City of Brisbane to ensure transit preferential treatment is accounted for in the design of the Geneva Avenue Extension.</p> <p><b>MM TR-27.2</b> Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 28L-19<sup>th</sup> Avenue/Geneva Limited. Should mitigation measure MM TR-27.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 28L-19<sup>th</sup> Avenue/Geneva Limited. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	SU/MM
<b>Impact TR-27</b> Implementation of the Project could increase congestion at the intersection of Geneva Avenue and Bayshore Boulevard. This would increase travel times and impact operations of the 28L-19 <sup>th</sup> Avenue/Geneva Limited.	PS		SU
<b>Impact TR-28</b> Implementation of the Project would increase congestion on US-101 mainline and ramps, which would increase travel times and impact operations of the 9X, 9AX, 9BX-Bayshore Expresses, and 14X-Mission Express. The Project would	PS	No feasible mitigation is identified.	SU

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
also contribute to cumulative impacts on these transit routes on US-101.			
<b>Impact TR-29</b> Implementation of the Project would not contribute to cumulative impacts on the 14X-Mission Express transit route when on I-280.	LTS	No mitigation is required.	LTS
<b>Impact TR-30</b> Implementation of the Project would increase congestion and contribute to cumulative congestion on US-101 and on Bayshore Boulevard, which would increase travel times and adversely affect operations of SamTrans bus lines on these facilities. No feasible mitigation has been identified.	PS	No feasible mitigation is identified.	SU
<b>Impact TR-31</b> During implementation of the Project, bicycle facilities would be expanded to serve additional users. This would be a beneficial impact of the Project.	NI	No mitigation is required.	NI
<b>Impact TR-32</b> Implementation of the Project's proposed transit preferential treatments and significant increases in traffic volumes on Palou Avenue could result in impacts on bicycle travel on Bicycle Routes #70 and #170 between Griffith Street and Third Street.	PS	<b>MM TR-32</b> Determine the feasibility of relocating Bicycle Routes #70 and #170. Prior to issuance of the grading permit for Phase I, the Project Applicant shall fund a study to determine the feasibility of relocating Bicycle Routes #70 and #170. The study of the bicycle route relocation, necessary environmental clearance documentation, and implementation shall be the responsibility of SFMTA. Since the feasibility of the relocation of the routes is uncertain at this time, the Project impact on bicycle circulation on Palou Avenue would remain significant and unavoidable.	SU/MM
<b>Impact TR-33</b> During implementation of the Project, pedestrian facilities would be expanded to serve additional users. This would be a beneficial impact of the Project.	NI	No mitigation is required.	NI

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact TR-34</b> Implementation of the Project would result in traffic volumes on area roadways that would not substantially affect pedestrian circulation and safety in the Project vicinity.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-35</b> Implementation of the Project would not result in significant impacts associated with a lack of an adequate supply of parking that could not be accommodated within alternative modes.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-36</b> Implementation of the Project roadway improvements would displace on-street parking spaces, and the existing demand could be accommodated in the nearby vicinity.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-37</b> Implementation of the Project would not result in significant impacts associated with a lack of adequate supply of loading spaces.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-38</b> For as many as 12 times a year, 49ers games at the proposed stadium would result in significant impacts on study area roadways and intersections.</p>	PS	<p><b>MM TR-38</b> Transportation Management Plan (TMP) for the stadium. The stadium operators shall develop and maintain a Transportation Management Plan (TMP) for the stadium. The stadium operator shall work with representatives from the SFMTA, the State Highway Patrol, the Police Department, private charter operators, Caltrain and others on a continuing basis to develop and refine the TMP, as determined appropriate by SFMTA. The final stadium TMP shall be approved by SFMTA. Preparation of the TMP shall be fully funded by the stadium operator, and shall be completed in time for implementation on opening day of the stadium.</p> <p>The following actions shall be included in the TMP:</p> <ul style="list-style-type: none"> <li>■ Information on transportation options to the stadium, including game day service by the various regional service providers shall be distributed to season ticket holders, employees, and other patrons if possible.</li> <li>■ A brochure, information packet, and/or web page providing full information on transit access to the stadium, similar to that currently offered at the 49ers website, shall be updated and maintained.</li> <li>■ The use of charter buses to the stadium shall be encouraged and expanded. A number of measures shall be considered that could be implemented at low-cost to expand the use of group charters, including</li> </ul>	SU/MM

Impact(s)	Level of Significance Prior to Mitigation	Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact TR-39</b> Implementation of the Project with existing game day service and Project transit improvements would not be adequate to accommodate projected transit demand.</p>	PS	<p>reduced parking costs, publicize the groups in 49ers publications and mailings, provide priority parking, provide lounges for bus drivers and provide support services for rooter clubs.</p> <ul style="list-style-type: none"> <li>■ Residential Permit Parking Program and/or additional parking restrictions, such as time limits, during game days, particularly in the Bayview Hunters Point areas, shall be explored with residents to reduce potential for intrusion of stadium vehicles into the adjacent neighborhood during a football game or secondary event.</li> <li>■ The stadium operator shall implement measures to encourage carpools of 4-plus persons per vehicle.</li> <li>■ The stadium operator shall charge a higher parking cost for low occupancy vehicles.</li> <li>■ The stadium operator shall develop a separate TDM plan for employees of the stadium and concessionaires. The plan shall consider measures such as providing employees and concessionaires with free or subsidized transit passes to encourage transit use and reduce vehicular travel to the stadium. Employees shall not receive preferential parking.</li> <li>■ The stadium operator shall develop measures with CPSRA to ensure that game day spectators do not park in CPSRA day use parking lots. Strategies to be explored include limiting parking in CPSRA lots to a limited duration during game days (e.g., to a two-hour period), or an increase in parking fees equivalent to game day parking, and ticketing and enforcement.</li> <li>■ The TMP shall ensure that regular transit routes operate acceptably near the stadium. The plan should consider providing alternate routes for those transit lines that do not have exclusive right-of-way on game days (48-Quintara-24<sup>th</sup> Street, 44-O'Shaughnessy, 29-Sunset) onto transit-only facilities such as the BRT right-of-way to the south and Palou Avenue to the north (which would be a transit-only facility on game days).</li> </ul>	SU/MM
<p><b>Impact TR-40</b> For as many of 12 times per year during game days, bicycle access in the vicinity of the proposed stadium would be</p>	LTS	<p><b>MM TR-39</b> <u>SFMTA shall increase frequency on regularly scheduled Muni routes serving the stadium area on game days. In addition, the stadium operator shall fund additional Muni shuttle service between the stadium and regional transit service, including BART (Balboa Park and/or Glen Park Station) and Caltrain (Bayshore Station).</u> Although the specific frequencies of individual routes should be determined based on patron characteristics that may evolve over time, the increased transit service, taken as an aggregate, should generally compensate for the projected shortfall of 3,600 passengers per hour on the existing and proposed transit lines.</p> <p>Prior to opening day at the new stadium, the City and stadium operator shall determine costs associated with the increased service and determine funding sources. Examples of funding sources that shall be considered include a surcharge on game tickets or other such revenue mechanism. Implementation of increased transit service would be the responsibility of SFMTA and the stadium operator, and would be implemented when projected attendance warrants additional service.</p> <p>No mitigation is required.</p>	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>constrained, however, accommodations for bicycle access and circulation would be provided.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-41</b> For as many of 12 times per year during game days, pedestrian access in the vicinity of the proposed stadium would be constrained, however, accommodations for pedestrian access and circulation would be provided.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-42</b> For as many as 12 times per year during game days, access to state park facilities for vehicles, bicyclists and pedestrians would be constrained, and heavy traffic congestion could discourage use of the park. However, access for vehicles, bicyclists, and pedestrians would be maintained.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-43</b> For as many of 12 times per year during game days, parking demand associated with sell-out events would exceed the proposed on-site supply, resulting in a parking supply shortfall. The shortfall would be accommodated within other on-street and off-street parking facilities, and some patrons may elect to take transit to the stadium.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact TR-44</b> Implementation of the Project would result in stadium game day loading demand that would be accommodated within the proposed</p>	LTS	No mitigation is required.	LTS



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation		
Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation		
on-site supply.			
<b>Impact TR-45</b> During game days, accommodation for emergency access would be provided.	LTS	No mitigation is required.	LTS
<b>Impact TR-46</b> Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without a secondary event, and result in significant impacts at nine additional intersections and one additional freeway off-ramp.	PS	<b>MM TR-46</b> The stadium operator shall develop as part of a stadium Transportation Management Plan (TMP), a strategy for coordinating with representatives of SFMTA and the SF Police Department for deploying traffic control officers in the Project vicinity to increase efficiency of pre- and post-event traffic, similar to what would be in place for football game days. The secondary event component of the stadium TMP shall be approved by SFMTA. The stadium operator shall fully fund implementation of the secondary event (i.e., non-49ers football events) measures.	SU/MM
<b>Impact TR-47</b> With implementation of the Project, the existing transit service and Project improvements would not be adequate to accommodate projected transit demand during secondary events with attendance of 37,500 spectators. In addition, transit lines serving the area would experience additional delays due to traffic generated by the secondary event.	PS	<b>MM TR-47</b> <u>SFMTA shall increase frequency on regularly scheduled Muni routes serving the stadium area prior to large special events. In addition, the stadium operator shall fund additional Muni shuttle service between the stadium and regional transit service, including BART (Balboa Park and/or Glen Park stations) and Caltrain (Bayshore station).</u> <ul style="list-style-type: none"> <li>■ Routes 24-Divisadero, 28L-19th Avenue Limited, and 44-O'Shaughnessey would already be operating near their maximum frequency. Therefore, this mitigation measure primarily applies to the 48-Quintara-24th Street route and the new HPX service. If each of these routes were increased to have five-minute frequencies (typically considered the maximum frequency that can be regularly maintained), the transit capacity toward the stadium would increase by 828 passengers per hour, for a total of 3,928 passengers. Even with the additional service on these two lines, there would be a shortfall of 1,797 passengers per hour in transit capacity.</li> <li>■ Additional express service to key regional transit destinations and regional charter express service, similar to what is offered on football game days, would offset a portion of the shortfall in transit capacity. The amount and nature of special service to special stadium events would depend on the type and size of the special event. Generally, the capacity of the express service should compensate for the shortfall of 1,797 passengers per hour for a 37,500-person event (transit supply, would of course, be designed on a case-by-case basis depending on the expected size of the secondary event).</li> <li>■ SFMTA and the stadium operator shall implement a stadium transportation systems plan similar to that developed for game-day operations (except that the Yosemite Slough bridge shall not be available for private automobiles), on a case-by-case basis depending on the expected size of the secondary event.</li> </ul> <p>Prior to opening day at the new stadium, the City and the stadium operator shall determine costs associated</p>	SU/MM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact TR-48</b> With implementation of the Project, bicycle circulation would not be impeded during secondary events at the stadium.</p>	<p>LTS</p>	<p>with the increased service and determine funding requirements. Examples of funding sources that shall be considered include a surcharge on game tickets, parking or admission surcharge, or other such revenue mechanism. Implementation of increased transit service would be the responsibility of SFMTA and the stadium operator, and would be implemented when projected attendance warrants additional service.</p> <p>No mitigation is required.</p>	<p>LTS</p>
<p><b>Impact TR-49</b> With implementation of the Project, pedestrian circulation would not be impeded during arena events.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	<p>LTS</p>
<p><b>Impact TR-50</b> With implementation of the Project, parking demand associated with a secondary event with an attendance of 37,500 spectators would be accommodated within the proposed supply.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	<p>LTS</p>
<p><b>Impact TR-51</b> With implementation of the Project, weekday evening events at the arena would exacerbate congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without an arena event, and result in significant traffic impacts at Harney Way and Jamestown Avenue, which was operating acceptably under Project conditions without an arena event.</p>	<p>PS</p>	<p><b>MM TR-51</b> <u>Transportation Management Plan (TMP)</u>. The arena operator shall develop a Transportation Management Plan (TMP) for coordinating with representatives of SFMTA and the SF Police Department for deploying traffic control officers in the Project vicinity to increase efficiency of pre- and post-event traffic, and for developing incentives to increase transit ridership to the arena. Implementation of this mitigation measure would likely speed vehicle entrance and exit to the arena site as well as maintain orderly traffic operations and reduce intrusion onto minor routes to and from the arena. Traffic control officers would facilitate traffic flow at the intersection of Harney/Jamestown which would operate at LOS F conditions with a sell-out arena event. The final arena TMP shall be approved by SFMTA. Preparation of the TMP Plan shall be fully funded by the arena operator, and shall be completed in time for implementation on opening day of the arena.</p>	<p>SU/MMM</p>
<p><b>Impact TR-52</b> With implementation of the Project, sell-out weekday evening events at the arena could be accommodated within the existing and proposed transit service.</p>	<p>PS</p>	<p>MM TR-23.1 would apply to this impact.</p>	<p>SU/MMM</p>

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements
<b>Impact TR-53</b> With implementation of the Project, bicycle circulation would not be impeded during arena events.	LTS	No mitigation is required.
<b>Impact TR-54</b> With implementation of the Project, pedestrian circulation would not be impeded during arena events.	LTS	No mitigation is required.
<b>Impact TR-55</b> With implementation of the Project, arena parking demand would be accommodated on street and within proposed off-street parking facilities.	LTS	No mitigation is required.
<b>Impact TR-56</b> Implementation of the Project would not impact air traffic.	NI	No mitigation is required.
<b>Impact TR-57</b> Implementation of the Project would not create hazards due to any proposed design features.	LTS	No mitigation is required.
<b>Impact TR-58</b> Implementation of the Project would not result in significant emergency access impacts.	LTS	No mitigation is required.

**SECTION III.E (AESTHETICS)**

<b>Impact AE-1</b> Construction activities associated with the Project would not have a substantial adverse effect on a scenic vista or scenic resources.	LTS	No mitigation is required.
<b>Impact AE-2</b> Construction activities associated with the Project would not result in temporary degradation of the visual character or quality of the site.	PS	<b>MM AE-2</b> Mitigation for <u>Visual Character/Quality Impacts During Construction</u> . Construction documents shall require all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged on the Project site. Staging areas shall be screened from view at street level with solid wood fencing or green fence. Prior to the issuance of building permits, the Project Applicant (through the construction contractor[s]) shall submit a construction staging, access, and parking plan to the San Francisco Department of Building Inspection for review and approval. On-street parking of construction worker

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p><b>Impact AE-3</b> Construction activities associated with the Project would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties.</p>	LTS	<p>vehicles shall be prohibited. Project contractors shall sweep surrounding streets used for construction access daily and maintain them free of dirt and debris.</p> <p>No mitigation is required.</p>	LTS
<p><b>Impact AE-4</b> Implementation of the Project would not have a substantial adverse effect on a scenic vista.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact AE-5</b> Implementation of the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment that contribute to a scenic public setting.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact AE-5a</b> Implementation of the Project at Candlestick Point would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment that contribute to a scenic public setting.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact AE-5b</b> Implementation of the Project at HPS Phase II would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features</p>	LTS	No mitigation is required.	LTS

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
of the built or natural environment that contribute to a scenic public setting.			
<b>Impact AE-6</b> Implementation of the Project would not substantially degrade the existing visual character or quality of the site or its surroundings.	LTS	No mitigation is required.	LTS
<b>Impact AE-6a</b> Implementation of the Project at Candlestick Point would not substantially degrade the existing visual character or quality of the site or its surroundings.	LTS	No mitigation is required.	LTS
<b>Impact AE-6b</b> Implementation of the Project at HPS Phase II would not substantially degrade the visual character or quality of the site or its surroundings.	LTS	No mitigation is required.	LTS
<b>Impact AE-7</b> Implementation of the Project would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties.	PS	<b>MM AE-7a.1</b> , <b>MM AE-7a.2</b> , <b>MM AE-7a.3</b> , <b>MM AE-7a.4</b> , <b>MM AE-7b.1</b> , and <b>MM AE-7b.2</b> would apply to this impact.	LTS/MS
<b>Impact AE-7a</b> Implementation of the Project at Candlestick Point would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties.	PS	<b>MM AE-7a.1</b> <u>Lighting Direction/Fixtures and Screening Walls to Minimize Glare and Light Spill</u> . The Project Applicant shall ensure that all parking lot and other security lighting shall be directed away from surrounding land uses and towards the specific location intended for illumination. State-of-the-art fixtures shall be used, and all lighting shall be shielded to minimize the production of glare and light spill onto surrounding use. All parking structures shall be constructed with screening walls of sufficient height to block spill light from vehicle headlights. <b>MM AE-7a.2</b> <u>Low-level/Unobtrusive Light Fixtures</u> . The Project Applicant shall ensure that landscape illumination and exterior sign lighting shall be accomplished with low-level, unobtrusive fixtures. <b>MM AE-7a.3</b> <u>Lighting Plan</u> . The Project Applicant shall prepare a lighting plan for each phase of the Project and	LTS/MS



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact AE-7b</b> Implementation of the Project at HPS Phase II would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties.</p>	<p><b>PS</b></p>	<p>submit it for review and approval to the San Francisco Police Department and the Agency prior to the issuance of building permits. Outdoor lighting shall maintain a minimum required illumination, as determined appropriate by the San Francisco Police Department and the Planning Department, for all parking and pedestrian areas. In addition, the plan shall include details such as beam spreads and/or photometric calculation, location and type of fixtures, exterior colors, details on foundations, and arrangement of exterior lighting such that it does not create glare, hazardous interference on adjacent streets, or properties or result in spill light that would adversely impact sensitive receptors in the project area.</p> <p><b>MM AE-7a.4 Non-reflective Exterior Surfaces to Minimize Glare Impacts.</b> The Project Applicant shall ensure that design of the proposed structures shall include the use of textured or other nonreflective exterior surfaces and nonreflective glass.</p> <p><b>MM AE-7b.1 Testing of the Field-Lighting System.</b> Prior to opening the stadium, the Stadium Operator shall test the installed field-lighting system to ensure that lighting meets operating requirements in the stadium and minimizes obtrusive spill lighting in the ballpark facility. Testing shall include light-meter measurements at selected locations in the vicinity to measure spill lighting from stadium field-lighting fixtures, permit adjustment of lighting fixtures, and confirm that spill-lighting effects shall be within an acceptable range and compatible with typical street lighting fixtures.</p> <p><b>MM AE-7b.2 Stadium Lighting Orientation and Cut-Off Shields.</b> Prior to opening the stadium, the Stadium Operator shall ensure that stadium lighting is oriented in such a manner to reduce the amount of light shed onto sensitive receptors and incorporate "cut-off" shields as appropriate to minimize any increase in lighting at adjacent properties, providing that it still meets the standard of lighting for football operations.</p>	<p><b>LTS/M</b></p>

**SECTION III.F (SHADOWS)**

<p><b>Impact SH-1</b> Implementation of the Project would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space.</p>	<p><b>LTS</b></p>	<p>No mitigation is required.</p>	<p><b>LTS</b></p>
<p><b>Impact SH-1a</b> Implementation of the Project at Candlestick Point would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an</p>	<p><b>LTS</b></p>	<p>No mitigation is required.</p>	<p><b>LTS</b></p>

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements
adverse effect on the use of the open space.		
<b>Impact SH-1b</b> Implementation of the Project at HPS Phase II would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space.	LTS	No mitigation is required.
	LTS	
<b>SECTION III.G (WIND)</b>		
<b>Impact W-1</b> Implementation of the Project would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces.	PS	<b>MM W-1(a)</b> would apply to this impact.
	LTSIM	
<b>Impact W-1a</b> Implementation of the Project at Candlestick Point would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces.	PS	<b>MM W-1a</b> Building Design Wind Analysis. Prior to design approval of Project buildings, if recommended by Agency staff, the Project Applicant shall retain a qualified wind consultant to provide a wind review to determine if the exposure, massing, and orientation of the building would result in wind impacts that could exceed the threshold of 26-mph-equivalent wind speed for a single hour during the year. The wind analysis shall be conducted to assess wind conditions for the proposed building(s) in conjunction with the anticipated pattern of development on surrounding blocks to determine if the Project building(s) would cause an exceedance of the wind hazard standard. The analysis shall be conducted as directed by the City's wind study guidelines, including, if required, wind tunnel modeling of potential adverse effects relating to hazardous wind conditions. The Agency shall require the Project Applicant to identify design changes that would mitigate the adverse wind conditions to below the threshold of 26-mph-equivalent wind speed for a single hour of the year. These design changes could include, but are not limited to, wind-mitigating features, such as placing towers on podiums with a minimum 15-foot setback from street edges, placement of awnings on building frontages, street and frontage plantings, articulation of building facades, or the use of a variety of architectural materials.
	LTSIM	
<b>Impact W-1b</b> Implementation of the Project at HPS Phase II would not include tall structures	PS	<b>MM W-1(a)</b> would apply to this impact.
	LTSIM	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces.			
<b>SECTION III.H (AIR QUALITY)</b>			
<b>Impact AQ-1</b> Construction activities associated with the Project would not result in short-term increases in emission of criteria air pollutants and precursors that exceed BAAQMD CEQA significance criteria.	PS	MM HZ-15 would apply to this impact.	LTS/M
<b>Impact AQ-2</b> Construction activities associated with the Project would not result in impacts to off-site populations from Project-generated emissions of DPM.	PS	MM AQ-2.1 and MM AQ-2.2 would apply to this impact	LTS/M
<b>Impact AQ-2a</b> Construction at Candlestick Point would not result in impacts to off-site populations from Project-generated emissions of DPM.	PS	MM AQ 2.1 <u>Implement Emission Control Device Installation on Construction.</u> To reduce DPM emissions during Project construction, the Project Applicant shall require construction equipment used for the Project to utilize emission control technology such that 50% of the fleet will meet USEPA Tier 2 standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) during 2010 and 2011 construction activities, increasing to 75% of the fleet in 2012 and 100% of the fleet starting in 2013 and for the duration of the Project.	LTS/M
<b>Impact AQ-2b</b> Construction at HPS Phase II would not result in impacts to off-site populations from Project-generated emissions of DPM.	PS	MM AQ-2.1 would apply to this impact.	LTS/M
<b>Impact AQ-2c</b> Construction activities associated with the Project would not result in impacts to the existing Alice Griffith Public Housing from Project-generated emissions of	PS	MM AQ-2.1 would also apply to this impact. MM AQ-2.2 <u>Implement Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griffith Parcels.</u> In addition to mitigation measure MM AQ-2.1, in order to minimize the potential impacts to residents living in Alice Griffith from the construction activities in that area, the Project Applicant will require that construction equipment used in the Alice Griffith parcels (CP01 though CP06) would utilize equipment which meets the USEPA Tier 4 engine standards for particulate matter control (or equivalent) throughout the entire	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
DPM.		duration of construction activities on those parcels.	
<b>Impact AQ-3</b> Construction activities associated with the Project would not result in impacts to off-site and Alice Griffith populations from emissions of TACs bound to soil-PM <sub>10</sub> .	PS	<b>MM HZ-15</b> would apply to this impact.	LTS/M
<b>Impact AQ-3a</b> Construction at Candlestick Point would not result in impacts to off-site and Alice Griffith populations from emissions of TACs bound to soil-PM <sub>10</sub> .	PS	<b>MM HZ-15</b> would apply to this impact.	LTS/M
<b>Impact AQ-3b</b> Construction at HPS Phase II would not result in impacts to off-site and Alice Griffith populations from emissions of TACs bound to soil-PM <sub>10</sub> .	PS	<b>MM HZ-15</b> would apply to this impact.	LTS/M
<b>Impact AQ-4</b> Operation of the Project would violate BAAQMD CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources and contribute substantially to an existing or projected air quality violation at full build-out in the year 2029.	S	No feasible mitigation is available.	SU
<b>Impact AQ-5</b> Operation of the Project would not cause local concentrations of CO to exceed State and federal ambient air quality standards due to motor vehicles trips.	LTS	No mitigation is required.	LTS
<b>Impact AQ-6</b> Implementation of HPS Phase II would not expose nearby receptors to an increase in local concentrations of toxic air	PS	<b>MM AQ-6.1</b> In accordance with the approach used to evaluate this impact, the minimum plot size for facility with sources of TAC emissions in R&D areas will be no smaller than 1 acre. If a facility with sources of TAC emission wishes to locate on a plot size smaller than 1 acre, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not cause these thresholds to be	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
contaminants due to the operation of Research and Development uses.		exceeded at the nearest residential locations.	
<b>Impact AQ-7</b> Operation of the Project would not exceed SFDPH thresholds or otherwise affect the health of nearby receptors as a result of an increase in local concentrations of vehicle emissions (PM <sub>2.5</sub> ) associated with vehicle use attributable to operation of the Project.	LTS	<b>MM AQ-6.2</b> Each facility with sources of TAC emissions will limit their emissions such that residential cancer risk and chronic non-cancer hazard index evaluated at the facility boundary does not exceed 10 in one million or 1.0, respectively. If these thresholds are exceeded at the boundary, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not cause these thresholds to be exceeded at the nearest residential locations. No mitigation is required.	LTS
<b>Impact AQ-8</b> Implementation of the Project would not generate objectionable odors affecting a substantial number of people.	LTS	No mitigation is required.	LTS
<b>Impact AQ-9</b> The Project would conform to the current regional air quality plan.	LTS	No mitigation is required.	LTS

**SECTION III.I (NOISE AND VIBRATION)**

<b>Impact NO-1</b> Construction activities associated with the Project would generate increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project	PS	<b>MM NO.1a.1</b> and <b>MM NO-1a.2</b> would apply to this impact.	LTS/IM
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Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
	would be under construction); they would also not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the <i>Municipal Code</i> .			
	<b>Impact NO-1a</b> Construction at Candlestick Point would generate increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction), they would not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 & 2908 of the <i>Municipal Code</i> .	PS	<b>MM NO-1a.1</b> Construction Document Mitigation to Reduce Noise Levels during Construction. The Project Applicant shall incorporate the following practices into the construction documents to be implemented by the Project contractor: <ul style="list-style-type: none"> <li>Provide enclosures and mufflers for stationary equipment, shrouding or shielding for impact tools, and barriers around particularly noisy operations on the site</li> <li>Use construction equipment with lower noise emission ratings whenever possible, particularly air compressors</li> <li>Provide sound-control devices on equipment no less effective than those provided by the manufacturer</li> <li>Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors</li> <li>Prohibit unnecessary idling of internal combustion engines</li> <li>Require applicable construction-related vehicles and equipment to use designated truck routes to access the Project site</li> <li>Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures will be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities.</li> <li>Designate a Noise Disturbance Coordinator who shall be responsible for responding to complaints about noise during construction. The telephone number of the Noise Disturbance Coordinator shall be conspicuously posted at the construction site and shall be provided to the City. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.</li> </ul> <b>MM NO-1a.2</b> Noise-reducing Pile Driving Techniques and Muffling Devices. The Project Applicant shall require its construction contractor to use noise-reducing pile driving techniques if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. In addition, at least 48 hours prior to pile-driving activities, the Project Applicant shall notify building owners and occupants	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact NO-1b</b> Construction at HPS Phase II would generate increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would be temporary, they would also not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the <i>Municipal Code</i>.</p>	PS	<p>within 500 feet of the Project site of the dates, hours, and expected duration of such activities. <b>MM NO-1a.1</b> and <b>MM NO-1a.2</b> would apply to this impact.</p>	LTS/M
<p><b>Impact NO-2</b> Construction activities associated with the Project would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 &amp; 2908 of the <i>Municipal Code</i>, vibration levels would still be significant.</p>	S	<p><b>MM NO-1a.1</b>, <b>MM NO-1a.2</b>, and <b>MM NO-2a</b> would apply to this impact.</p>	SUM
<p><b>Impact NO-2a</b> Construction activities at Candlestick Point would create excessive groundborne vibration levels in existing residential</p>	S	<p><b>MM NO-2a</b> Pre-construction Assessment to Minimize Pile Driving Impacts. The Project Applicant shall require its geotechnical engineering contractor to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to pile driving impacts prior to receiving a building permit. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of pile</p>	SUM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 &amp; 2908 of the <i>Municipal Code</i>, vibration levels would still be significant.</p>		<p>driving, the Project Applicant shall require groundborne vibration monitoring of nearby structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>■ Pre-pile driving surveying of potentially affected structures.</li> <li>■ Underpinning of foundations of potentially affected structures, as necessary.</li> <li>■ The construction plan shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of an excavation. Monitoring results shall be submitted to DBI. In the event of unacceptable ground movement, as determined by DBI inspections, all pile driving work shall cease and corrective measures shall be implemented. The pile driving program and ground stabilization measures shall be reevaluated and approved by DBI.</li> </ul> <p><b>MM NO-1a.1</b> and <b>MM NO-1a.2</b> would apply to this impact.</p>	
<p><b>Impact NO-2b</b> Rock removal in the Alice Griffith and Jamestown districts would result in vibration levels that exceed the FTA threshold of 80 VdB or could cause damage to structures from vibration caused by the fracturing of bedrock for excavation.</p>	S	<p><b>MM NO-1a.1</b> and <b>MM GE-3a</b> would apply to this impact.</p>	SUM
<p><b>Impact NO-2c</b> Construction at HPS Phase II would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during</p>	S	<p><b>MM NO-1a.1</b>, <b>MM NO-1a.2</b>, and <b>MM NO-2a</b> would apply to this impact.</p>	SUM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 &amp; 2908 of the <i>Municipal Code</i>, vibration levels would be significant.</p>	S	MM NO-1a.1, MM NO-1a.2, and MM NO-2a would apply to this impact.	SUM
<p><b>Impact NO-3</b> Construction activities associated with the Project would result in a substantial temporary or periodic increase in ambient noise levels.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact NO-4</b> Implementation of the Project, including the use of mechanical equipment or the delivery of goods, would not expose noise-sensitive land uses on or off site to noise levels that exceed the standards established by the City.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact NO-5</b> Implementation of the Project would not generate or expose persons on or off site to excessive groundborne vibration.</p>	S	No feasible mitigation is available.	SU
<p><b>Impact NO-6</b> Operation of the Project would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes.</p>	S	<p><b>MM NO-7.1</b> <u>Mitigation to Minimize Game/Concert-related Temporary Increases in Ambient Noise Levels at Nearby Residences.</u> To ensure that stadium game-and event-induced interior L<sub>max</sub> noise levels do not exceed an interior noise level of 60 dBA and interfere with speech and other indoor activities in the existing Hunters Point Hill residential community closest to and north of the proposed Stadium (i.e., as identified by the R3 stadium noise model receiver), the Stadium Operator shall:</p>	SUM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Level of Significance Prior to Mitigation
residents for the duration of a game or concert.	<ul style="list-style-type: none"> <li>■ After certification of the EIR, send notification of the establishment of a stadium noise mitigation program (SNMP) to the residential property owners in the identified neighborhood potentially affected by noise from the proposed Stadium</li> <li>■ Allow property owners an appropriate time after the date of notification about the SNMP to apply for the program, with a reminder sent to the owners before the end of the application period</li> <li>■ Determine if responding property owners meet qualifications</li> <li>■ Compile for property-owners reference and send to them a summary of standard types of structural acoustical mitigations</li> <li>■ Choose a qualified acoustical consultant to survey the potentially affected residential units and recommend sound reduction measures appropriate to offset the modeled stadium noise impacts, which may include:               <ul style="list-style-type: none"> <li>&gt; Acoustical upgrades to windows and doors</li> <li>&gt; Acoustical stripping around doors and other openings</li> <li>&gt; Ventilation improvements</li> </ul> </li> <li>■ Estimates cost of recommended sound reduction measures, which shall include labor and materials, permit fees, and City inspections; material costs will, as much as possible, be based on “like-for-like”, that is, for replacement of existing materials similar in quality or appearance</li> <li>■ Pay each qualifying property owner the amount of this estimate after obtaining a release from future claims for stadium event noise impacts at each property with each property owner responsible for implementing the sound reduction improvements</li> <li>■ Establish an ad hoc community working group of neighbors to develop a mediation process should any future disputes arise over the effectiveness of the SNMP in eliminating stadium noise intrusions</li> </ul> <p><b>MM NO-7.2 Residential Use Plan Review by Qualified Acoustical Consultant.</b> To ensure that stadium game-and event-induced interior Lmax noise levels do not exceed an interior noise level of 60 dBA and interfere with speech and other indoor activities in the proposed on-site residential uses closest to the proposed Stadium, the Stadium Operator shall choose a qualified acoustical consultant to review plans for the new residential uses planned for areas closest to the proposed Stadium and follow their recommendations to provide acoustic insulation or other equivalent measures to ensure that interior peak noise events would not exceed 60 dBA Lmax.</p>
	Level of Significance After Mitigation
	<p><b>Impact NO-8</b> Implementation of the Project would not expose residents and visitors to excessive noise levels from flights from San Francisco International Airport such that the noise would be disruptive or cause annoyance.</p> <p>No mitigation is required.</p>
	LTS
	LTS



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<b>SECTION III.J (CULTURAL RESOURCES AND PALEONTOLOGICAL RESOURCES)</b>			
<p><b>Impact CP-1</b> Construction activities associated with the Project could result in a substantial adverse change in the significance of a historical resource.</p>	<b>S</b>	<p><b>MM CP-1b.1</b> and <b>MM CP-1b.2</b> apply to this impact.</p>	<b>SU/M</b>
<p><b>Impact CP-1a</b> Construction at Candlestick Point would not result in a substantial adverse change in the significance of an historical resource.</p>	<b>LTS</b>	<p>No mitigation is required.</p>	<b>LTS</b>
<p><b>Impact CP-1b</b> Construction at HPS Phase II could result in a substantial adverse change in the significance of an historical resource.</p>	<b>S</b>	<p><b>MM CP-1b.1</b> Mitigation to Minimize Impacts on Historic Resources at HPS Phase II. To reduce the adverse effect on historical resources, prior to any structural demolition and removal activities, the Project Applicant shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District, as identified in the report titled <i>Bayview Waterfront Plan Historic Resources Evaluation, Volume I: Draft Historic Resources Survey and Technical Report</i>, July 2009, prepared by Circa Historic Property Development.</p> <p>The documentation for the property shall be prepared based on the National Park Services' (NPS) Historic American Building Survey (HABS) / Historic American Engineering Record (HAER) Historical Report Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels II and III) and NPS new policy for NR-NHL photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion (March 2005).</p> <p>The written historical data for this documentation shall follow HABS / HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located as-built drawings shall be produced.</p> <p>Either HABS / HAER standard large format or digital photography shall be used. If digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NR-NHL photo expansion policy and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed .TIF file format. The size of each image will be 1600x1200 pixels at 300 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label.</p>	<b>SU/M</b>

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Level of Significance Prior to Mitigation
Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact CP-2</b> Construction activities associated with the Project would not result in a substantial adverse change in the significance of archaeological resources, including prehistoric Native American resources, Chinese fishing camps, and maritime related resources.</p>	<p><b>PS</b></p>
<p><b>Impact CP-2a</b> Construction at Candlestick Point would not result in a substantial adverse change in the significance of archaeological resources, including prehistoric Native American, Chinese fishing camp, and maritime-related archaeological remains.</p>	<p><b>PS</b></p>
<p>Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of some buildings. All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the dataset.</p> <p>All written and photographic documentation of the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District shall be approved by the Historic Preservation Commission prior to any demolition and removal activities.</p> <p><b>MM CP-1b.2</b> Interpretive Displays Depicting History of HPS. Interpretive displays related to the history of HPS shall be installed at Heritage Park at Dry Dock Nos. 2 and 3. The number and type of displays shall be approved by the Historic Preservation Commission.</p> <p><b>MM CP-2a</b> would apply to this impact.</p>	<p><b>LTSIM</b></p>
<p><b>MM CP-2a</b> Mitigation to Minimize Impacts to Archaeological Resources at Candlestick Point. Based on a reasonable presumption 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 Project on buried or submerged historical resources.</p> <p><u>Overview:</u> The Project Applicant 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 testing program as specified herein. In addition, the archaeological consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and with the requirements of the Project Archaeological Research Design and Treatment Plan (Archeo-Tec. Archaeological Research Design and Treatment Plan for the Bayview Waterfront Project, San Francisco, California, 2009) at the direction of the City's Environmental Review Officer (ERO). In instances of inconsistency between the requirement of the Project Archaeological Research Design and Treatment Plan and of this archaeological mitigation measure, the requirement of this archaeological mitigation measure shall prevail. 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</p>	<p><b>LTSIM</b></p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the 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 potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5(a)(c) to a less-than-significant level.</p>	
		<p><u>Archaeological Testing Program:</u> The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the Project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.</p>	
		<p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings for submittal to the ERO. If, based on the archaeological testing program, the archaeological consultant finds that significant archaeological resources may be present, the ERO (in consultation with the archaeological consultant) shall determine if additional measures are warranted. Additional measures that may be undertaken include, but are not necessarily limited to, additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the Project, the Project Applicant shall either:</p>	
		<p>a. Re-design the Project so as to avoid any adverse effect on the significant archaeological resource; or</p> <p>b. Implement a data recovery program, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	
		<p><u>Archaeological Monitoring Program:</u> If the ERO, in consultation with the archaeological consultant, determines that an Archaeological Monitoring Program (AMP) shall be implemented, the AMP shall include the following provisions, at a minimum:</p>	
		<ul style="list-style-type: none"> <li>■ The archaeological consultant, Project Applicant, and ERO shall meet and consult on the scope of the AMP prior to the commencement of any Project-related soils disturbing activities. The ERO, in consultation with the archaeological consultant, 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.), and site remediation, shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ The archaeological consultant shall train all Project construction personnel who could reasonably be expected to encounter archaeological resources of the expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an</li> </ul>	

Impact(s)	Level of Significance Prior to Mitigation	Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance After Mitigation
		<p>archaeological resource.</p> <ul style="list-style-type: none"> <li>■ 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.</li> <li>■ The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.</li> <li>■ If an intact archaeological deposit is encountered, all soil-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be authorized to temporarily halt demolition/excavation/pile driving/construction activities and 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 any encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit and present the findings of this assessment to the ERO as expeditiously as possible.</li> <li>■ Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</li> </ul> <p><u>Archaeological Data Recovery Program:</u> The archaeological data recovery program shall be conducted in accord with an Archaeological Data Recovery Plan (ADRP). The archaeological consultant, Project Applicant, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. 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 Project. Destructive data recovery methods shall not be pursued if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>■ Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.</li> <li>■ Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.</li> <li>■ Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.</li> <li>■ Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of</li> </ul>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
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**Mitigation Measure(s) and/or Project Requirements**

- the archaeological data recovery program.
- Security Measures. Recommended security measures to protect the archaeological resource from vandalism, looting, and other potentially 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 and Associated or Unassociated Funerary Objects: The treatment of human remains and associated or unassociated funerary objects discovered during any soil-disturbing activity shall comply with applicable state and federal laws. This shall include 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), which shall appoint a Most Likely Descendant (MLD) (PRC Sec. 5097.98). The archaeological consultant, Project Applicant, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, 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). Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than presented above.

**Impact CP-2b** Construction at HPS Phase II would not result in a substantial adverse change in the significance of archaeological resources, including prehistoric Native American resources,

**PS**

**MM CP-2a** would apply to this impact.

**LTSIM**



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation		
Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation		
Chinese fishing camps, and maritime related resources.			
<b>Impact CP-3</b> Construction activities associated with the Project would not result in a substantial adverse change in the significance of a paleontological resource.	PS	<b>MM CP-3a</b> would apply to this impact.	LTSIM
<b>Impact CP-3a</b> Construction at Candlestick Point would not result in a substantial adverse change in the significance of a paleontological resource.	PS	<b>MM CP-3a Paleontological Resources Monitoring and Mitigation Program:</b> The Project Applicant shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program (PRMMP). The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program.  The PRMMP shall be consistent with the Society for Vertebrate Paleontology (SVP) Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks (serpentinite, greenstone), or in areas where exposed sediment would be buried, but otherwise undisturbed.  The consultant's work shall be conducted in accordance with this measure and at the direction of the City's Environmental Review Officer (ERO). Plans and reports prepared by the consultant 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. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the 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 potential effects on a significant paleontological resource as previously defined to a less-than-significant level.	LTSIM
<b>Impact CP-3b</b> Construction at HPS Phase II would not result in a substantial adverse change in the significance of a paleontological resource.	PS	<b>MM CP-3a</b> would apply to this impact.	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<b>Impact(s)</b>	<b>Level of Significance Prior to Mitigation</b>	<b>Mitigation Measure(s) and/or Project Requirements</b>	<b>Level of Significance After Mitigation</b>
<b>Impact CP-3c</b> Construction of the Yosemite Slough bridge, shoreline improvements, and the marina improvements activities, including in-water activities, would not result in a substantial adverse change in the significance of a paleontological resource.	<b>PS</b>	<b>MM CP-3a</b> would apply to this impact.	<b>LTS/M</b>
<b>Impact CP-3d</b> Pile driving associated with construction of the Yosemite Slough bridge, shoreline improvements, and the marina improvements would not result in a substantial adverse change in the significance of a paleontological resource.	<b>PS</b>	<b>MM CP-3a</b> would apply to this impact.	<b>LTS/M</b>

**SECTION III.K (HAZARDS AND HAZARDOUS MATERIALS)**

<b>Impact HZ-1</b> Construction activities associated with the Project would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.	<b>PS</b>	<b>MM HZ-1a</b> and <b>MM HZ-1b</b> would apply to this impact.	<b>LTS/M</b>
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Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Mitigation Measure(s) and/or Project Requirements
Level of Significance Prior to Mitigation	Level of Significance After Mitigation
<p><b>Impact HZ-1a</b> Construction at Candlestick Point bayward of the historic high tide line would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.</p>	<p><b>MM HZ-1a</b> <u>Article 22A Site Mitigation Plans.</u> (Applies only to Candlestick Point.) Prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of San Candlestick Point bayward of the high tide line, the Project Applicant shall comply with the requirements of San Francisco Health Code Article 22A. If the site investigation required by Article 22A (or, in the case of development activity in CPSRA, which is not subject to Article 22A, a comparable site investigation that is carried out to comply with this measure), indicates the presence of a hazardous materials release, a site mitigation plan must be prepared. The site mitigation plan must specify the actions that will be implemented to mitigate the significant environmental or health and safety risks caused or likely to be caused by the presence of the identified release of hazardous materials. The site mitigation plan shall identify, as appropriate, such measures as excavation, containment, or treatment of the hazardous materials, monitoring and follow-up testing, and procedures for safe handling and transportation of the excavated materials, or for protecting the integrity of the cover or for addressing emissions from remedial activities, consistent with the requirements set forth in Article 22A.</p> <p>To the extent that Article 22A does not apply to state-owned land at CPSRA, prior to undertaking subsurface disturbance activities at CPSRA, the Agency and the California Department of Parks and Recreation shall enter into an agreement to follow procedures comparable to those set forth in Article 22A for construction and development activities conducted at Candlestick Point State Recreation Area.</p>
<p><b>Impact HZ-1b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.</p>	<p><b>MM HZ-1b</b> <u>Compliance with Requirements Imposed by Cleanup Decision Documents and Property Transfer Documents.</u> (Applies only to HPS Phase II) Prior to obtaining a grading, excavation, site, building or other permit from the City for development activity at HPS Phase II involving subsurface disturbance, the Project Applicant shall submit documentation acceptable to the San Francisco Department of Public Health that the work will be undertaken in compliance with all restrictions imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOST, FOSET or FOSL, including restrictions imposed in deeds, covenants, leases, easements, and LIFOCs, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans and health and safety plans. Such restrictions, imposed by federal and state regulatory agencies as a condition on the Navy transfer of the property to the Agency, will ensure that the property after transfer will be used in a manner that is protective of the environment and human health. The City/Agency may choose to implement this measure by requiring these actions as part of amendments to San Francisco Health Code Article 31, which currently sets forth procedural requirements for development in HPS Phase I, or through an equivalent process established by the City or Agency.</p>
<p><b>Impact HZ-2</b> Construction activities associated with the Project would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the</p>	<p><b>MM HZ-2a.1</b> and <b>MM HZ-2a.2</b> would apply to this impact.</p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>disturbance of soil and/or groundwater with previously unidentified subsurface contaminants from historic uses.</p>	<p><b>PS</b></p>	<p><b>MM HZ-2a.1</b> <u>Unknown Contaminant Contingency Plan.</u> (Applies to Candlestick Point, HPS Phase II, and off-site improvements.) Prior to obtaining the first site, building or other permit for development activities involving subsurface disturbance, the Project Applicant shall prepare and the San Francisco Department of Public Health shall approve a contingency plan to address unknown contaminants encountered during development activities. This plan, the conditions of which shall be incorporated into the first permit and any applicable permit thereafter, shall establish and describe procedures for implementing a contingency plan, including appropriate notification and site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures would include, but would not be limited to, further investigation and, if necessary remediation of such hazards or releases, including off-site removal and disposal, containment or treatment. In the event unanticipated subsurface hazards or hazardous material releases are discovered during construction, the requirements of this unknown contaminant contingency plan shall be followed. The contingency plan shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan. This measure shall be implemented for HPS Phase II through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.</p>	<p><b>LTSIM</b></p>
<p><b>Impact HZ-2a</b> Construction at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with previously unidentified subsurface contaminants from historic uses.</p>	<p><b>PS</b></p>	<p><b>MM HZ-2a.2</b> <u>Site-Specific Health and Safety Plans.</u> (Applies to Candlestick Point, HPS Phase II, and off-site improvements.) Prior to obtaining the first site, building or other permit for the Project from the City for development activities involving subsurface disturbance, the Project Applicant shall prepare and submit to SEDPH a site-specific health and safety plan (HASP) in compliance with applicable federal and state OSHA requirements and other applicable laws to minimize impacts to public health and the environment. development of the plan shall be required as a condition of any applicable permit. The plan shall include identification of chemicals of concern, potential hazards, personal protective equipment and devices, and emergency response procedures. The HASP shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan.</p>	<p><b>LTSIM</b></p>
<p><b>Impact HZ-2b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the</p>	<p><b>PS</b></p>	<p>This measure shall be implemented for HPS Phase II through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.</p>	<p><b>LTSIM</b></p>

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
disturbance of soil and/or groundwater with previously unidentified subsurface contaminants from historic uses.			
<b>Impact HZ-3</b> Construction activities associated with the Project would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of off-site transport and disposal of contaminated soil and groundwater.	<b>PS</b>	<b>MM HZ-1b</b> and <b>MM HY-1a.3</b> would apply to this impact	<b>LTS/M</b>
<b>Impact HZ-3a</b> Construction at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of off-site transport and disposal of contaminated soil and groundwater.	<b>PS</b>	<b>MM HY-1a.3</b> would apply to this impact.	<b>LTS/M</b>
<b>Impact HZ-3b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of off-site transport and disposal of contaminated soil and groundwater.	<b>PS</b>	<b>MM HZ-1b</b> and <b>MM HY-1a.3</b> would apply to this impact	<b>LTS/M</b>
<b>Impact HZ-4</b> Construction activities associated with the Project would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of improvements	<b>PS</b>	<b>MM HZ-1a</b> , <b>MM HZ-1b</b> , <b>MM HZ-2a.1</b> , and <b>MM HZ-2a.2</b> would apply to this impact.	<b>LTS/M</b>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
to existing and installation of new underground utilities.			
<b>Impact HZ-4a</b> Construction at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of improvements to existing and installation of new underground utilities.	PS	MM HZ-1a and MM HZ-2a.1 would apply to this impact.	LTS/M
<b>Impact HZ-4b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of improvements to existing and installation of new underground utilities.	PS	MM HZ-1b, MM HZ-2a.1, and MM HZ-2a.2 would apply to this impact.	LTS/M
<b>Impact HZ-5</b> Construction activities associated with the Project would not create vertical conduits for hazardous materials that could contaminate groundwater as a result of installation of foundation support piles.	PS	MM HZ-1a, MM HZ-1b and MM HZ-5a would apply to this impact.	LTS/M
<b>Impact HZ-5a</b> Construction at Candlestick Point would not create vertical conduits for hazardous materials that could contaminate groundwater as a result of installation of foundation support piles.	PS	MM HZ-5a <u>Foundation Support Piles Installation Plan</u> . (Applies to Candlestick Point and HPS Phase II.) Prior to obtaining a permit from the City that authorizes installation of deep foundation piles, the Project Applicant shall prepare and submit a plan acceptable to the City stating that pilot boreholes for each pile would be drilled through the artificial fill materials so the piles can be installed without damage or misalignment and to prevent potentially contaminated fill materials from being pushed into the underlying sediments or groundwater. This measure shall be implemented for Candlestick Point through implementation of mitigation measure MM HZ-1a. This measure shall be implemented for HPS Phase I through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.	LTS/M
<b>Impact HZ-5b</b> Construction at HPS Phase II would not create	PS	MM HZ-1b and MM HZ-5a would apply to this impact.	LTS/M



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
vertical conduits for hazardous materials that could contaminate groundwater as a result of installation of foundation support piles.			
<b>Impact HZ-6</b> Construction activities associated with the Project would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the handling, stockpiling, and transport of soil that may contain contaminants.	PS	MM HZ-1a, MM HY-1a.2, MM HZ-1b, and MM HY-1a.1 would apply to this impact.	LTS/M
<b>Impact HZ-6a</b> Construction at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of handling, stockpiling, and transport of soil that may contain contaminants.	PS	MM HZ-1a, MM HY-1a.2, and MM HY-1a.1 would apply to this impact.	LTS/M
<b>Impact HZ-6b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of handling, stockpiling, and transport of soil that may contain contaminants.	PS	MM HZ-1b, MM HZ-1a.2, and MM HY-1a.1 would apply to this impact.	LTS/M
<b>Impact HZ-7</b> Construction activities associated with the Project would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials that could be present in stormwater runoff.	PS	MM HZ-1a, MM HY-1a.2, MM HZ-1b, MM HZ-2a.1, and MM HY-1a.1 would apply to this impact.	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact HZ-7a</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials that could be present in stormwater runoff.</p>	PS	MM HZ-1a, MM HY-1a.2, MM HZ-2a.1, and MM HY-1a.1 would apply to this impact.	LTS/IM
<p><b>Impact HZ-7b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials that could be present in stormwater runoff.</p>	PS	MM HZ-1b, MM HY-1a.2, MM HZ-2a.1, and MM HY-1a.1 would apply to this impact.	LTS/IM
<p><b>Impact HZ-8</b> Project occupants or visitors in or near portions of HPS Phase II where remediation has not been fully completed would not be exposed to unacceptable levels of hazardous materials.</p>	PS	MM HZ-1b and MM HZ-12 would apply to this impact.	LTS/IM
<p><b>Impact HZ-9</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of Yosemite Slough bridge construction.</p>	PS	<p>MM HZ-9 <u>Navy-approved workplans for construction and remediation activities on Navy-owned property.</u> (Applies only to the portions of HPS Phase II on Navy-owned property). Construction activities and remediation activities conducted on behalf of the Agency or the Project Applicant, on Navy-owned property shall be conducted in compliance with all restrictions set forth in the applicable lease, easement, or license or other form of right of entry and in accordance with a Navy-approved workplan. This mitigation measure also requires that such activities be conducted in accordance with applicable health and safety plans, dust control plans, stormwater pollution prevention plans, or any other documents or plans required under applicable law. The City/Agency will access Navy property through a lease, license, or easement. The City/Agency shall not undertake any activity or approve any Project Applicant activity on Navy-owned property until the Navy and other agencies with approval authority have approved a workplan for the activity. The requirement to comply with the approved work plans shall be incorporated into and made a condition of any City/Agency approvals related to activities on Navy property. This measure shall be implemented for HPS Phase II through a process established by the City or Agency as explained in MM HZ-1b.</p>	LTS/IM
<p><b>Impact HZ-10</b> Construction activities associated with the Project in shoreline areas would not expose</p>	PS	<p>MM BI-4a.1, MM BI-4a.2, MM BI-5b.4, MM BI-12b.1, MM HY-1a.1, MM HY-1a.2, MM HZ-1a, MM HZ-2a.1, and MM HZ-10b would apply to this impact</p>	LTS/IM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of sediment or soil that may contain chemical or radiological contaminants.</p>			
<p><b>Impact HZ-10a</b> Construction in the shoreline areas at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of sediment or soil that may contain chemical contaminants.</p>	PS	MM BI-4.a.1, MM BI-4.a.2, MM HY-1a.1, MM HY-1a.2, MM HZ-1a, and MM HZ-2a.1 would apply to this impact.	LTS/M
<p><b>Impact HZ-10b</b> Construction in the shoreline areas at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of sediment or soil that is radiologically affected or that may contain chemical contaminants.</p>	PS	<p><b>MM HZ-10b</b> Regulatory Agency–Approved Workplans and Permits for Shoreline Improvements. Prior to undertaking any shoreline improvement activities that would affect sediment at HPS Phase II, the Agency or its contractor or Project Applicant shall prepare appropriate design documents and submit to US EPA, DTSC, RWQCB, and, if necessary, the Navy and CDPH for approval. A Dredged Material Management Office (DMMO) permit shall be obtained. The design documents shall incorporate the necessary shoreline improvements required for each specific area (e.g., including, but not limited to, rock buttressing, pile replacement, backfilling, riprap, or installation of natural-looking shoreline protection using fill and ACB mats) such that remediation (removal of sediment and any necessary dredging) and structural improvements are performed under the same regulatory approvals and permits.</p> <p>Prior to undertaking any shoreline improvement activities that could affect contaminated sediments left in place and covered or capped with a Navy-installed remedial measure, or that would involve pile replacement in such areas, the Agency or its contractor or Project Applicant shall prepare appropriate design documents that: (1) describes how the cover or cap would be inspected to determine whether proposed shoreline improvements would adversely affect the cover or cap; and (2) describes how construction activities would be performed to mitigate environmental risk and to restore the cover or cap. The design documents shall be submitted to US EPA, DTSC, RWQCB, and, if necessary, the Navy and CDPH for approval. A DMMO permit shall be obtained, as applicable.</p> <p>Prior to undertaking any shoreline improvements that could encounter contaminated sediments, the Agency or its contractor or Project Applicant shall comply with all requirements incorporated into the design documents, work plans, health and safety plans, dust control plans, and any other document or plan required under the</p>	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact HZ-11</b> Construction activities associated with the Project on Navy-owned property, including improvements to existing utilities and installation of new underground utilities, would not expose occupants, construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, or groundwater that may contain contaminants from historic uses, including radiological contaminants.</p>	<p><b>PS</b></p>	<p>Administrative Order of Consent. This includes all restrictions imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOSET, including restrictions imposed in deeds, covenants, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans and health and safety plans. Prior to obtaining a grading, excavation, site, building, or other permit from the City that authorizes remedial activities, SFDPH shall confirm that the work proposed complies with the applicable plans required by the Administrative Order of Consent. This measure shall be implemented through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.</p> <p><b>MM HZ-1b, MM HZ-12, MM HY-1a.1, MM HY-1a.2, MM BI-4a.1, MM BI-4a.2, MM BI-5b.4, and MM BI-12b.1</b> would also apply to this impact.</p> <p><b>MM HZ-1b</b> and <b>MM HZ-9</b> would apply to this impact.</p>	<p><b>LTS/IM</b></p>
<p><b>Impact HZ-12</b> Remediation activities conducted on behalf of the City or Project Applicant at the HPS Phase II parcels transferred prior to completion of remediation in an "early transfer" would not expose remediation and construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, and/or groundwater that may contain contaminants from historic uses.</p>	<p><b>PS</b></p>	<p><b>MM HZ-12</b> Compliance with Administrative Order on Consent at Early Transferred Parcels. (Applies only at HPS Phase II.) Prior to undertaking any remediation activities at HPS Phase II on property that the Navy has transferred to the Agency as part of an early-transfer, the Agency or its contractor or Project Applicant shall comply with all requirements incorporated into remedial design documents, work plans, health and safety plans, dust control plans, and any other document or plan required under the Administrative Order of Consent. This includes all restrictions imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOSET, including restrictions imposed in deeds, covenants, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans and health and safety plans. Prior to obtaining a grading, excavation, site, building, or other permit from the City that authorizes remedial activities, SFDPH shall confirm that the work proposed complies with the applicable plans required by the Administrative Order on Consent. This measure shall be implemented through a requirement in the potential additions to Article 31 imposing requirements to parcels other than Parcel A or through an equivalent process established by the City or Agency.</p>	<p><b>LTS/IM</b></p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<b>Impact HZ-13</b> Construction of off-site roadway improvements would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil or groundwater that may contain contaminants.	LTS	No mitigation is required.	LTS
<b>Impact HZ-14</b> Construction activities associated with the Project would not expose ecological receptors to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, and/or groundwater with contaminants from historic uses.	PS	MM HZ-1a, MM HZ-1b, MM HZ-2a.1, MM HZ-9, MM HZ-10b, MM HZ-12, MM HY-1a.1, MM HY-1a.2, MM HY-1a.3, MM BI-4a.1, MM BI-4a.2, and MM BI-12b.1 would apply to this impact.	LTSIM
<b>Impact HZ-14a</b> Construction at Candlestick Point would not expose ecological receptors to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, and/or groundwater that may contain contaminants from historic uses.	PS	MM HZ-1a, MM HZ-2a.1, MM HZ-15, MM HY-1a.1, MM HY-1a.2, MM HY-1a.3, MM BI-4a.1, and MM BI-4a.2 would apply to this impact.	LTSIM
<b>Impact HZ-14b</b> Construction at HPS Phase II would not expose ecological receptors to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, and/or groundwater that may contain contaminants from historic uses.	PS	MM HZ-1b, MM HZ-1a, MM HZ-9, MM HZ-10b, MM HZ-12, MM HZ-15, MM HY-1a.1, MM HY-1a.2, MM HY-1a.3, MM BI-4a.1, MM BI-4a.2, and MM BI-12b.1 would apply to this impact.	LTSIM
<b>Impact HZ-15</b> Construction and grading activities associated with the	PS	MM HZ-15 Asbestos Dust Mitigation Plans and Dust Control Plans. Prior to obtaining a grading, excavation, site, building or other permit from the City that includes soil disturbance activities, the Project Applicant shall	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p>Project would not disturb soil or rock that could be a source of naturally occurring asbestos in a manner that would present a human health hazard.</p>		<p>obtain approval of an Asbestos Dust Mitigation Plan (ADMP) from BAAQMD for areas over 1 acre that potentially contain naturally occurring asbestos and approval of a Dust Control Plan (DCP) from SFDPPH for all areas at HPS Phase II and for areas over 0.5 acre at Candlestick Point. Compliance with the ADMP and DCP shall be required as a condition of the permit.</p> <p>The ADMP shall be submitted to and approved by the BAAQMD prior to the beginning of construction, and the Project Applicant must ensure the implementation of all specified dust control measures throughout the construction Project. The ADMP shall require compliance with the following specific control measures to the extent deemed necessary by the BAAQMD to meet its standard:</p> <ul style="list-style-type: none"> <li>■ For construction activities disturbing less than one acre of rock containing naturally occurring asbestos, the following specific dust control measures must be implemented in accordance with the asbestos ATCM before construction begins and each measure must be maintained throughout the duration of the construction Project: <ul style="list-style-type: none"> <li>&gt; Limit construction vehicle speed at the work site to 15 miles per hour</li> <li>&gt; Sufficiently wet all ground surfaces prior to disturbance to prevent visible dust emissions from crossing the property line</li> <li>&gt; Keep all graded and excavated areas around soil improvement operations, visibly dry unpaved roads, parking and staging areas wetted at least three times per shift daily with reclaimed water during construction to prevent visible dust emissions from crossing the property line. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour</li> <li>&gt; Adequately wet all storage piles, treat with chemical dust suppressants, or cover piles when material is not being added to or removed from the pile</li> <li>&gt; Wash down all equipment before moving from the property onto a paved public road</li> <li>&gt; Clean all visible track out from the paved public road by street sweeping or a HEPA filter equipped vacuum device within 24 hours</li> </ul> </li> <li>■ For construction activities disturbing greater than one acre of rock containing naturally occurring asbestos, construction contractors are required to prepare an ADMP specifying measures that will be taken to ensure that no visible dust crosses the property boundary during construction. The plan must specify the following measures, to the extent deemed necessary by the BAAQMD to meet its standard: <ul style="list-style-type: none"> <li>&gt; Prevent and control visible track out from the property onto adjacent paved roads. Sweep with reclaimed water at the end of each day if visible soil material is carried out from property</li> <li>&gt; Ensure adequate wetting or covering of active storage piles</li> <li>&gt; Hydroseed or apply non-toxic soil stabilizers to disturbed surface areas and storage piles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil that will remain inactive for seven days or more.</li> <li>&gt; Control traffic on on-site unpaved roads, parking lots, and staging areas—including a maximum vehicle</li> </ul> </li> </ul>	



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
			<ul style="list-style-type: none"> <li>speed of 15 miles per hour or less</li> <li>&gt; Control earth moving activities</li> <li>&gt; Provide as much water as necessary to control dust (without creating run-off) in any area of land clearing, earth movement, excavation, drillings, and other dust-generating activity</li> <li>&gt; Control dust emissions from off-site transport of naturally occurring asbestos containing materials</li> <li>&gt; Stabilize disturbed areas following construction</li> </ul>	
			<p>If required by the BAAQMD, air monitoring shall be implemented to monitor for off-site migration of asbestos dust during construction activities.</p> <p>The DCP shall be submitted to and approved by the SFDPH prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust control measures throughout the construction Project. The DCP shall require compliance with the following specific mitigation measures to the extent deemed necessary by the SFDPH to achieve no visible dust at the property boundary:</p> <ul style="list-style-type: none"> <li>■ Submission of a map to the Director of Health showing all sensitive receptors within 1,000 feet of the site.</li> <li>■ Keep all graded and excavated areas, areas around soil improvement operations, visibly dry unpaved roads, parking and staging areas wetted at least three times per shift daily with reclaimed water during construction to prevent visible dust emissions from crossing the property line. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour</li> <li>■ Analysis of wind direction and placement of upwind and downwind particulate dust monitors.</li> <li>■ Record keeping for particulate monitoring results.</li> <li>■ Requirements for shutdown conditions based on wind, dust migration, or if dust is contained within the property boundary but not controlled after a specified number of minutes.</li> <li>■ Establishing a hotline for surrounding community members who may be potentially affected by Project-related dust. Contact person shall respond and take corrective action within 48 hours. Post publicly visible signs around the site with the hotline number as well as the phone number of the BAAQMD and make sure the numbers are given to adjacent residents, schools, and businesses.</li> <li>■ Limiting the area subject to construction activities at any one time.</li> <li>■ Installing dust curtains and windbreaks on windward and downwind sides of the property lines, as necessary. Windbreaks on windward side should have no more than 50% air porosity.</li> <li>■ Limiting the amount of soil in trucks hauling soil around the job site to the size of the truck bed and securing with a tarpaulin or ensuring the soil contains adequate moisture to minimize or prevent dust generation during transportation.</li> <li>■ Enforcing a 15 mph speed limit for vehicles entering and exiting construction areas.</li> <li>■ Sweeping affected streets with water sweepers at the end of the day.</li> <li>■ Hiring an independent third party to conduct inspections for visible dust and keeping records of those</li> </ul>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact HZ-16</b> Construction activities associated with the Project would not result in a health hazard to construction workers, the public, or the environment as a result of the demolition or renovation of existing structures that could include asbestos-containing materials, lead-based paint, PCBs, or fluorescent lights containing mercury.</p>	LTS	<p>inspections.</p> <ul style="list-style-type: none"> <li>■ Minimizing the amount of excavated material or waste materials stored at the site.</li> <li>■ Prevent visible track out from the property onto adjacent paved roads. Sweep with reclaimed water at the end of each day if visible soil material is carried out from property</li> </ul> <p>For all areas, this measure shall be implemented through Article 22B (areas over one half acre) or for HPS Phase II through a requirement in the potential additions to Article 31 imposing requirements to parcels other than Parcel A or through an equivalent process established by the City or Agency.</p>	LTS
<p><b>Impact HZ-16a</b> Construction at Candlestick Point would not result in a health hazard to construction workers, the public, or the environment as a result of the demolition or renovation of existing structures that could include asbestos-containing materials, lead-based paint, PCBs, or fluorescent lights containing mercury.</p>	LTS	<p>No mitigation is required.</p>	LTS
<p><b>Impact HZ-16b</b> Construction at HPS Phase II would not result in a health hazard to construction workers, the public, or the environment as a result of the demolition or renovation of existing structures that could include asbestos-containing</p>	LTS	<p>No mitigation is required.</p>	LTS

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
materials, lead-based paint, PCBs, or fluorescent lights containing mercury.			
<b>Impact HZ-17</b> Construction activities associated with the Project would not expose construction workers to unacceptable levels of hazardous materials in soil, sediment, or groundwater in a manner which would present a human health risk.	PS	MM HZ-2a.2 would apply to this impact.	LTS/M
<b>Impact HZ-17a</b> Construction at Candlestick Point would not expose construction workers to unacceptable levels of hazardous materials in soil or groundwater in a manner which would present a human health risk.	PS	MM HZ-2a.2 would apply to this impact.	LTS/M
<b>Impact HZ-17b</b> Construction at HPS Phase II would not expose construction workers to unacceptable levels of hazardous materials in soil, sediment, or groundwater in a manner which would present a human health risk.	PS	MM HZ-2a.2 would apply to this impact.	LTS/M
<b>Impact HZ-18</b> Construction activities associated with the Project would not result in a human health risk involving the disturbance of naturally occurring asbestos; demolition of buildings that could contain hazardous substances in building materials, or possible disturbance of contaminated soils or groundwater within one-quarter mile of an existing school.	PS	MM HZ-1a, MM HZ-1b, MM HZ-2a.1, MM HZ-2a.2, and MM HZ-15 would apply to this impact.	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<b>Impact HZ-18a</b> Construction at Candlestick Point would not result in a human health risk involving the disturbance of naturally occurring asbestos, demolition of buildings that could contain hazardous substances in building materials, or possible disturbance of contaminated soils or groundwater within one-quarter mile of an existing school.	PS	MM HZ-1a, HZ-2a.1, MM HZ-2a.2, and MM HZ-15 would apply to this impact.	LTS/IM
<b>Impact HZ-18b</b> Construction at HPS Phase II would not result in a human health risk involving the disturbance of naturally occurring asbestos, demolition of buildings that could contain hazardous substances in building materials, or possible disturbance of contaminated soils or groundwater within one-quarter mile of an existing school.	PS	MM HZ-1b, MM HZ-2a.1, MM HZ-2a.2, and MM HZ-15 would apply to this impact.	LTS/IM
<b>Impact HZ-19</b> Simultaneous construction activities at the Project site would not pose a human health risk from the release of contaminants from historic uses or fill.	PS	MM HZ-1a, MM HZ-1b, MM HZ-9, and MM HZ-15 would apply to this impact.	LTS/IM
<b>Impact HZ-20</b> Construction activities associated with the Project would not result in adverse impacts to construction workers, visitors, or the environment from the routine use, storage, transportation, and disposal of hazardous materials.	LTS	No mitigation is required.	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<b>Impact(s)</b>	<b>Level of Significance Prior to Mitigation</b>	<b>Mitigation Measure(s) and/or Project Requirements</b>	<b>Level of Significance After Mitigation</b>
<b>Impact HZ-21</b> Implementation of the Project would not result in adverse impacts to residents, visitors, or the environment from periodic maintenance requiring excavation of site soils to maintain or replace utilities, repair foundations, or make other subsurface repairs.	PS	MM HZ-1a, MM HZ-1b, MM HZ-2a.1, MM HZ-2a.2, MM HZ-9, and MM HZ-12 would apply to this impact.	LTS/MS
<b>Impact HZ-21a</b> Implementation of the Project at Candlestick Point would not result in adverse impacts to residents, visitors, or the environment from periodic maintenance requiring excavation of site soils to maintain or replace utilities, repair foundations, or make other subsurface repairs.	PS	MM HZ-1a, MM HZ-2a.1, and MM HZ-2a.2 would apply to this impact.	LTS/MS
<b>Impact HZ-21b</b> Implementation of the Project at HPS Phase II would not result in adverse impacts to residents, visitors, or the environment from periodic maintenance requiring excavation of site soils to maintain or replace utilities, repair foundations, or make other subsurface repairs.	PS	MM HZ-1b, MM HZ-2a.1, MM HZ-2a.2, MM HZ-9, and MM HZ-12 would apply to this impact.	LTS/MS
<b>Impact HZ-22</b> Implementation of the Project would not result in a significant impact involving the routine use, storage, transportation, and disposal of hazardous materials.	LTS	No mitigation is required.	LTS
<b>Impact HZ-23</b> Implementation of the Project would not pose a human health risk and/or result in an adverse	LTS	No mitigation is required.	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
effect on the environment from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			
<b>Impact HZ-24</b> Areas designated for research and development uses within HPS Phase II would not pose a human health risk as a result of hazardous air emissions within one-quarter mile of a school.	PS	<b>MM AQ-6.1</b> and <b>MM AQ-6.2</b> would apply to this impact.	LTS/IM
<b>Impact HZ-25</b> The Project site is not within the San Francisco Airport Land Use Policy Plan and the Project would not result in a safety hazard for people residing or working in the Project site.	NI	No mitigation is required.	NI
<b>Impact HZ-26</b> Implementation of the Project would not occur within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the Project site.	NI	No mitigation is required.	NI
<b>Impact HZ-27</b> Implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving fires or conflict with emergency response or evacuation plans.	LTS	No mitigation is required.	LTS
<b>SECTION III.L (GEOLOGY AND SOILS)</b>			
<b>Impact GE-1</b> Construction activities associated with the Project would not result in the loss of topsoil caused by soil erosion.	PS	<b>MM HY-1a.1</b> would apply to this impact.	LTS/IM



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements
<b>Impact GE-1a</b> Construction at Candlestick Point, including the Yosemite Slough bridge, would not result in the loss of topsoil caused by soil erosion.	PS	MM HY-1a.1 would apply to this impact.
<b>Impact GE-1b</b> Construction at HPS Phase II would not result in the loss of topsoil caused by soil erosion.	PS	MM HY-1a.1 would apply to this impact.
<b>Impact GE-2</b> Construction activities associated with the Project would not result in damage to structures caused by settlement from lowering of groundwater levels.	PS	MM GE-2a would apply to this impact.
<b>Impact GE-2a</b> Construction at Candlestick Point and the Yosemite Slough bridge would not result in damage to structures from settlement caused by lowering of groundwater levels.	PS	<p><b>MM GE-2a</b> <u>Mitigation to Minimize Dewatering Impacts during Construction</u>. Prior to the issuance of any permit for a construction activity that would involve dewatering that could affect structures on adjacent or nearby properties, the Applicant shall, in compliance with Section 1803.1 of the <i>San Francisco Building Code</i> (SFBC), include in the permit application methods and techniques to ensure that dewatering would not lower the water table such that unacceptable settlement (as determined by a California Certified Engineering Geologist [CEG] or California Registered Geotechnical Engineer [GE]) at adjacent or nearby properties would occur. Such methods and technologies shall be based on the specific conditions at the construction site and could include, but are not necessarily limited to, the following:</p> <ul style="list-style-type: none"> <li>■ Excavating below the groundwater table in confined areas with steel sheet piling driven below the base elevation of the proposed excavation, installation of bracing to support the excavation walls as required and, if necessary, underpinning the foundations of adjacent structures. Subsequently, the excavation would be carried out and seepage that enters the dammed area would be pumped out.</li> <li>■ Perform dewatering using methods such as wellpoint systems, drainage ditches, and sump pumps.</li> </ul> <p>The excavation or dewatering methods shall be monitored to detect ground settlement and to monitor individual dewatering activities in the vicinity of an excavation. Monitoring results shall be submitted to the San Francisco Department of Building Inspection (DBI). In the event of unacceptable ground movement, as determined by DBI inspections and/or the review of monitoring results, all excavation work shall cease and corrective measures (including, for example, different dewatering methods and/or ground stabilization methods) shall be determined by the Project CEG or GE and reviewed and approved by DBI. No construction permit involving dewatering would be issued until the Project CEG or GE and DBI have approved dewatering and/or ground stabilization methods. The Project CEG or GE shall implement the corrective measures and continue monitoring activities.</p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact GE-2b</b> Construction at HPS Phase II would not result in damage to structures caused by settlement from lowering of groundwater levels.</p>	PS	<p><b>MM GE-2a</b> would apply to this impact.</p>	LTS/IM
<p><b>Impact GE-3</b> Rock removal activities at the Alice Griffith Public Housing site and the Jamestown area would not result in damage to structures from vibration and/or settlement caused by the fracturing of bedrock for excavation.</p>	PS	<p><b>MM GE-3</b> <u>Mitigation to Minimize Rock Fragmentation Impacts during Construction</u>. Prior to the issuance of any permit for a construction activity that would involve controlled rock fragmentation that could cause settlement or lateral movement of structures on adjacent or nearby properties, the Applicant shall, in compliance with Section 1803.1 of the <i>San Francisco Building Code</i> (SFBC), include in the permit application methods and techniques to ensure that controlled rock fragmentation would not cause unacceptable vibration and/or settlement or lateral movement of structures at adjacent or nearby properties. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>■ Pre-excavation surveying of potentially affected structures.</li> <li>■ Underpinning of foundations of potentially affected structures, as necessary.</li> </ul> <p>The excavation plan shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of an excavation. Monitoring results shall be submitted to DBI. In the event of unacceptable ground movement, as determined by DBI inspections, all excavation work shall cease and corrective measures shall be implemented. The controlled rock fragmentation program and ground stabilization measures shall be reevaluated and approved by the DBI.</p>	LTS/IM
<p><b>Impact GE-4</b> Implementation of the Project would not expose people and structures to substantial adverse effects caused by seismically induced groundshaking.</p>	PS	<p><b>MM GE-4a.1</b>, <b>MM GE-4a.2</b>, and <b>MM GE-4a.3</b> would apply to this impact.</p>	LTS/IM
<p><b>Impact GE-4a</b> Implementation of the Project at Candlestick Point, including the Yosemite Slough bridge and Alice Griffith Housing, would not expose people or structures to substantial adverse effects caused by seismically induced groundshaking.</p>	PS	<p><b>MM GE-4a.1</b> <u>Site-Specific Geotechnical Investigation with Seismic Analyses</u>. Prior to the issuance of any building permits for the Project site:</p> <ul style="list-style-type: none"> <li>■ The Applicant shall submit to the San Francisco Department of Building Inspection (DBI) for review and approval a site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE), as well as project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California." In addition, all engineering practices and analyses of peak ground accelerations and structural design shall be consistent with SFBC standards to ensure that structures can withstand expected ground accelerations. The CEG or GE shall determine and DBI shall approve design requirements for foundations and all other improvements associated with the permit</li> </ul>	LTS/IM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation		
Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation		
	application.		
<ul style="list-style-type: none"> <li>DBI shall employ a third-party CEG and California Registered Professional Engineer (Civil) (PE) to form a Geotechnical Peer Review Committee (GPC), consisting of DBI and these third-party reviewers. The GPRC shall review the site-specific geotechnical investigations and the site-specific structural, foundation, infrastructure, and other relevant plans to ensure that these plans incorporate all necessary geotechnical mitigation measures. No permits shall be issued by DBI until the GPRC has approved the geotechnical investigation and the Project plans, including the factual determinations and the proposed engineering designs and construction methods.</li> <li>All Project structural designs shall incorporate and conform to the requirements in the site-specific geotechnical investigations.</li> <li>The Project CEG or GE shall be responsible for ensuring compliance with these requirements.</li> </ul> <p><b>MM GE-4a.2</b> <u>Seismic Design Compliance Documentation</u>. Prior to the issuance of building permits for the replacement of the Alice Griffith Public Housing site, the Applicant shall submit any and all seismic design compliance documentation to the HUD, as required by that agency. The Project Developer shall confirm, by copy of all documents submitted, including transmittal, compliance with this requirement to DBI. The Project California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE) shall be responsible for verifying Project compliance with this requirement.</p> <p><b>MM GE-4a.3</b> <u>Site-specific Seismic Analyses to Ensure Safety of Bridge Design</u>. Prior to the issuance of any building permits for the Project site, the California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE) for the Project shall confirm that the design-level geotechnical investigation for the Yosemite Slough bridge is based on Caltrans specifications (<i>Bridge Design Specifications, Section 20 of Bridge Memos to Designers, Seismic Design Criteria</i> as previously described) and meets the San Francisco Department of Public Works Bureau of Engineering (BOE) requirements. The Project CEG or GE and California Registered Structural Engineer (SE) shall approve bridge design. No building permits shall be issued until the CEG or GE and SE verify that the Project's bridge design complies with all Caltrans specifications and BOE requirements.</p>			
<p><b>Impact GE-4b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by seismically induced groundshaking.</p>	PS		LTS/M
<p><b>Impact GE-5</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by seismically induced</p>	PS	<p><b>MM GE-4a.1</b>, <b>MM GE-4a.2</b>, <b>MM GE-4a.3</b>, and <b>MM GE-5a</b> would apply to this impact.</p>	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
ground failure such as liquefaction, lateral spreading, and settlement.			
<p><b>Impact GE-5a</b> Implementation of the Project at Candlestick Point, including the Alice Griffith Housing and Yosemite Slough bridge, would not expose people or structures to substantial adverse effects caused by seismically induced ground failure such as liquefaction, lateral spreading, and settlement.</p>	<p><b>PS</b></p>	<p><b>MM GE-5a</b> <u>Site-Specific Geotechnical Investigation with Analyses of Liquefaction, Lateral Spreading and/or Settlement.</u> Prior to issuance of building permits for the Project site:</p> <ul style="list-style-type: none"> <li>■ The Applicant shall submit to the San Francisco Department of Building Inspection (DBI) for review and approval a site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE), as well as project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California." In addition, all engineering practices, and analyses of structural design shall be consistent with SFBC standards to ensure seismic stability, including reduction of potential liquefaction hazards.</li> <li>■ DBI shall employ a third-party CEG and California Registered Professional Engineer (Civil) (PE) to form a Geotechnical Peer Review Committee (GPRC), consisting of DBI and these third-party reviewers. The GPRC shall review the site-specific geotechnical investigations and the site-specific structural, foundation, infrastructure, and other relevant plans to ensure that these plans incorporate all necessary geotechnical mitigation measures. No permits shall be issued by DBI until the GPRC has approved the geotechnical investigation and the Project plans, including the factual determinations and the proposed engineering designs and construction methods.</li> <li>■ All Project structural designs shall incorporate and conform to the requirements in the site-specific geotechnical investigations.</li> <li>■ The site-specific Project plans shall incorporate the mitigation measures contained in the approved site-specific geotechnical reports to reduce liquefaction hazards. The engineering design techniques to reduce liquefaction hazards shall include proven methods generally accepted by California Certified Engineering Geologists, subject to DBI and GPRC review and approval, including, but not necessarily limited to: <ul style="list-style-type: none"> <li>&gt; Structural Measures <ul style="list-style-type: none"> <li>○ Construction of deep foundations, which transfer loads to competent strata beneath the zone susceptible to liquefaction, for critical utilities and shallow foundations</li> <li>○ Structural mat foundations to distribute concentrated load to prevent damage to structures</li> </ul> </li> <li>&gt; Ground Improvement Measures <ul style="list-style-type: none"> <li>○ Additional over-excavation and replacement of unstable soil with engineering-compacted fill</li> <li>○ Dynamic compaction, such as Deep Dynamic Compaction (DDC) or Rapid Impact Compaction (RIC), to densify loose soils below the groundwater table</li> <li>○ Vibro-compaction, sometimes referred to as vibro-floatation, to densify loose soils below the groundwater table</li> </ul> </li> </ul> </li> </ul>	<p><b>LTS/M</b></p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact GE-5b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by seismically induced ground failure such as liquefaction, lateral spreading, and settlement.</p>	PS	<ul style="list-style-type: none"> <li>o Stone columns to provide pore pressure dissipation pathways for soil, compact loose soil between columns, and provide additional bearing support beneath foundations</li> <li>o Soil-cement columns to densify loose soils and provide additional bearing support beneath foundations</li> <li>■ The Project CEG or GE shall be responsible for ensuring compliance with these requirements.</li> </ul> <p><b>MM GE-4a.1</b>, <b>MM GE-4a.2</b>, and <b>MM GE-4a.3</b> would also apply to this impact.</p> <p><b>MM GE-4a.1</b> and <b>MM GE-5a</b> would apply to this impact.</p>	LTSIM
<p><b>Impact GE-6</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by seismically induced landslides.</p>	PS	<p><b>MM GE-4a.2</b> and <b>MM GE-6a</b> would apply to this impact.</p>	LTSIM
<p><b>Impact GE-6a</b> Implementation of the Project at Candlestick Point, including the Alice Griffith Housing, would not expose people or structures to substantial adverse effects caused by seismically induced landslides.</p>	PS	<p><b>MM GE-6a</b> <u>Site-Specific Geotechnical Investigation with Landslide Risk Analyses</u>. Prior to issuance of building permits for the Project site:</p> <ul style="list-style-type: none"> <li>■ The Applicant shall submit to the San Francisco Department of Building Inspection (DBI) for review and approval a site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE), as well as project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California." In addition, all engineering practices, and analyses of structural design shall be consistent with SFBC standards to ensure seismic stability, including reduction of potential landslide hazards.</li> <li>■ DBI shall employ a third-party CEG and California Registered Professional Engineer (Civil) (PE) to form a Geotechnical Peer Review Committee (GPRC), consisting of DBI and these third-party reviewers. The GPRC shall review the site-specific geotechnical investigations and the site-specific structural, foundation, infrastructure, and other relevant plans to ensure that these plans incorporate all necessary geotechnical mitigation measures. No permits shall be issued by DBI until the GPRC has approved the geotechnical investigation and the Project plans, including the factual determinations and the proposed engineering</li> </ul>	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>designs and construction methods.</p> <ul style="list-style-type: none"> <li>■ All Project structural designs shall incorporate and conform to the requirements in the site-specific geotechnical investigations.</li> <li>■ The site-specific Project plans shall incorporate the mitigation measures contained in the approved site-specific geotechnical reports to reduce landslide hazards. The engineering design techniques to reduce landslide hazards shall include proven methods generally accepted by California Certified Engineering Geologists, subject to DBI and GPRC review and approval. The design-level geologic and geotechnical studies shall identify the presence of landslides and potentially unstable slopes and shall identify means to avoid the hazard or support the design of engineering procedures to stabilize the slopes, as required by Chapter 18 (Soils and Foundations) of the SFBC, as well as the procedures outlined in CGS Special Publication 117A. SFBC Sections 1803 through 1812 contain the formulae, tables, and graphs by which the Project engineer shall develop the Project's slope-stability specifications, including the appropriate foundation designs for structures on slopes and which would be used by DBI to verify the applicability of the specifications. If the presence of unstable slopes is identified, appropriate support and protection procedures shall be designed and implemented to maintain the stability of slopes adjacent to newly graded or re-graded access roads, work areas, and structures during and after construction, and to minimize potential for damage to structures and facilities at the Project site. These stabilization procedures, including, but not necessarily limited to, the following: <ul style="list-style-type: none"> <li>&gt; Retaining walls, rock buttresses, screw anchors, or concrete piers</li> <li>&gt; Slope drainage or removal of unstable materials</li> <li>&gt; Rockfall catch fences, rockfall mesh netting, or deflection walls</li> <li>&gt; Setbacks at the toe of slopes</li> <li>&gt; Avoidance of highly unstable areas</li> </ul> </li> <li>■ The Project CEG or GE shall be responsible for ensuring compliance with these requirements.</li> </ul>	NI
<p><b>Impact GE-6b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by seismically induced landslides.</p>	NI	<p><b>MM GE-4a.2</b> and <b>MM GE-6a</b> would also apply to this impact.</p> <p>No mitigation is required.</p>	NI
<p><b>Impact GE-7</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by shoreline</p>	PS	<p><b>MM HY-12a.1</b> would apply to this impact.</p>	LTS/M



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
instability.			
<b>Impact GE-7a</b> Implementation of the Project at Candlestick Point would not expose people or structures to substantial adverse effects caused by shoreline instability.	PS	<b>MM HY-12a.1</b> would apply to this impact.	LTSIM
<b>Impact GE-7b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by shoreline instability.	PS	<b>MM HY-12a.1</b> would apply to this impact.	LTSIM
<b>Impact GE-8</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by landslides.	PS	<b>MM GE-6a</b> would apply to this impact.	LTSIM
<b>Impact GE-8a</b> Implementation of the Project at Candlestick Point would not expose people or structures to substantial adverse effects caused by landslides.	PS	<b>MM GE-6a</b> would apply to this impact.	LTSIM
<b>Impact GE-8b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by landslides.	PS	<b>MM GE-6a</b> would apply to this impact.	LTSIM
<b>Impact GE-9</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by damage from settlement.	PS	<b>MM GE-4a.2</b> , <b>MM GE-4a.3</b> , and <b>MM GE-5a</b> would apply to this impact.	LTSIM
<b>Impact GE-9a</b> Implementation of the Project at Candlestick Point, including Alice Griffith Housing	PS	<b>MM GE-4a.2</b> , <b>MM GE-4a.3</b> , and <b>MM GE-5a</b> would apply to this impact.	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>and the Yosemite Slough bridge, would not expose people or structures to substantial adverse effects caused by damage from settlement.</p>			
<p><b>Impact GE-9b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by damage from settlement.</p>	PS	MM GE-5a would apply to this impact.	LTS/M
<p><b>Impact GE-10</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by expansive soils.</p>	PS	MM GE-4a.1, MM GE-4a.2, GE-4a.3, and MM GE-10a would apply to this impact.	LTS/M
<p><b>Impact GE-10a</b> Implementation of the Project at Candlestick Point, including Alice Griffith Housing and the Yosemite Slough bridge, would not expose people or structures to substantial adverse effects caused by expansive soils.</p>	PS	<p><b>MM GE-10a</b> <u>Site-Specific Geotechnical Investigation with Expansive Soils Analyses</u>. Prior to issuance of building permits for the Project site:</p> <ul style="list-style-type: none"> <li>■ The Applicant shall submit to the San Francisco Department of Building Inspection (DBI) for review and approval a site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE), as well as project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC). In addition, all engineering practices, and analyses of structural design shall be consistent with SFBC standards to ensure soils stability, including reduction of potential soil expansion hazards.</li> <li>■ DBI shall employ a third-party CEG and California Registered Professional Engineer (Civil) (PE) to form a Geotechnical Peer Review Committee (GPRC), consisting of DBI and these third-party reviewers. The GPRC shall review the site-specific geotechnical investigations and the site-specific structural, foundation, infrastructure, and other relevant plans to ensure that these plans incorporate all necessary geotechnical mitigation measures. No permits shall be issued by DBI until the GPRC has approved the geotechnical investigation and the Project plans, including the factual determinations and the proposed engineering designs and construction methods.</li> <li>■ All Project structural designs shall incorporate and conform to the requirements in the site-specific geotechnical investigations.</li> <li>■ The site-specific Project plans shall incorporate the mitigation measures contained in the approved site-specific geotechnical reports to reduce expansive soils hazards. The engineering design techniques to reduce expansive soils hazards shall include proven methods generally accepted by California Certified Engineering Geologists, subject to DBI and GPRC review and approval. The design-level geologic and</li> </ul>	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>geotechnical studies shall identify the presence of expansive soils and potentially unstable soils and shall identify means to avoid the hazard or support the design of engineering procedures to stabilize the soils, as required by Chapter 18 (Soils and Foundations) of the SFBC. SFBC Sections 1803 through 1812 contain the formulae, tables, and graphs by which the Project engineer shall develop the Project's soil-stability specifications, including the appropriate foundation designs for structures on expansive soils and which would be used by DBI to verify the applicability of the specifications. If the presence of expansive soils is identified, appropriate support and protection procedures shall be designed and implemented to maintain the stability of soils adjacent to newly graded or re-graded access roads, work areas, and structures during and after construction, and to minimize potential for damage to structures and facilities at the Project site.</p> <ul style="list-style-type: none"> <li>■ The Project CEG or GE shall be responsible for ensuring compliance with these requirements.</li> </ul>	
<b>Impact GE-10b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by expansive soils.	PS	<p><b>MM GE-4a.2</b>, and <b>MM GE-4a.3</b> would also apply to this impact.</p> <p><b>MM GE-10a</b> would apply to this impact.</p>	LTS/M
<b>Impact GE-11</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by corrosive soils.	PS	<p><b>MM GE-4a.2</b>, <b>MM GE-4a.3</b>, and <b>MM GE-11a</b> would apply to this impact.</p>	LTS/M
<b>Impact GE-11a</b> Implementation of the Project at Candlestick Point, including Alice Griffith Housing and the Yosemite Slough bridge, would not expose people or structures to substantial adverse effects caused by corrosive soils.	PS	<p><b>MM GE-11a Site-Specific Geotechnical Investigation with Corrosive Soils Analyses.</b> Prior to issuance of building permits for the Project site:</p> <ul style="list-style-type: none"> <li>■ The Applicant shall submit to the San Francisco Department of Building Inspection (DBI) for review and approval a site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE), as well as project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC). In addition, all engineering practices, and analyses of structural design shall be consistent with SFBC standards to ensure soils stability, including reduction of potential hazards from corrosive soils.</li> <li>■ DBI shall employ a third-party CEG and California Registered Professional Engineer (Civil) (PE) to form a Geotechnical Peer Review Committee (GPRC), consisting of DBI and these third-party reviewers. The GPRC shall review the site-specific geotechnical investigations and the site-specific structural, foundation, infrastructure, and other relevant plans to ensure that these plans incorporate all necessary geotechnical mitigation measures. No permits shall be issued by DBI until the GPRC has approved the geotechnical investigation and the Project plans, including the factual determinations and the proposed engineering</li> </ul>	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		designs and construction methods.	
		<ul style="list-style-type: none"> <li>■ All Project structural designs shall incorporate and conform to the requirements in the site-specific geotechnical investigations.</li> <li>■ The site-specific Project plans shall incorporate the mitigation measures contained in the approved site-specific geotechnical reports to reduce potential hazards from corrosive soils. The engineering design techniques to reduce corrosive soils hazards shall include proven methods generally accepted by California Certified Engineering Geologists, subject to DBI and GPRC review and approval. The design-level geologic and geotechnical studies shall identify the presence of corrosive soils and shall identify means to avoid the hazard, as required by Chapter 18 (Soils and Foundations) of the SFBC, SFBC Sections 1803 through 1812 contain the formulae, tables, and graphs by which the Project engineer shall develop the Project's structural design specifications, including the appropriate foundation designs for structures on corrosive soils and which would be used by DBI to verify the applicability of the specifications. If the presence of corrosive soils is identified, appropriate protection procedures shall be designed and implemented to minimize potential for damage from corrosive soils to structures and facilities at the Project site.</li> <li>■ The Project CEG or GE shall be responsible for ensuring compliance with these requirements.</li> </ul>	
<b>Impact GE-11b</b> Implementation of the Project at HPS Phase II would not expose people or structures to substantial adverse effects caused by corrosive soils.	PS	<b>MM GE-4a.2</b> and <b>MM GE-4a.3</b> would also apply to this impact.	LTS/IM
<b>Impact GE-12</b> Implementation of the Project would not expose people or structures to substantial adverse effects caused by surface fault rupture.	NI	No mitigation is required.	NI
<b>Impact GE-13</b> Implementation of the Project would not result in the use of soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	NI	No mitigation is required.	NI
<b>Impact GE-14</b> Implementation of the Project would not result in a	NI	No mitigation is required.	NI

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
substantial change of topography or destruction of unique geologic features.				
<b>Impact HY-1</b> Construction activities associated with the Project would not cause an exceedance of water quality standards or contribute to or cause a violation of waste discharge requirements.	PS		<b>SECTION III.M (HYDROLOGY AND WATER QUALITY)</b>  <b>MM HY-1a.1, MM HY-1a.2, MM HY-1a.3, MM BI-4a.1, MM HZ-12, MM HZ-15, MM HZ-10b, MM BI-4a.2, MM BI-5b.4, MM BI-12b.1, MM BI-12b.2, MM HZ-1a, MM HZ-2a.1, and MM HZ-9</b> would apply to this impact.	LTSIM
<b>Impact HY-1a</b> Construction at Candlestick Point would not cause an exceedance of water quality standards or contribute to or cause a violation of waste discharge requirements.	PS		<b>MM HY-1a.1 Storm Water Pollution Prevention Plan: Combined Storm Sewer System.</b> In compliance with the Article 4.1 of the Public Works Code and the City's Construction Site Water Pollution Prevention Program, the Project Applicant shall submit a site-specific Storm Water Pollution Prevention Plan (SWPPP) to the SFPUC for approval, prior to initiating construction activities in areas draining to the combined sewer system. The SFPUC requires implementation of appropriate Best Management Practices (BMPs) from the California Stormwater Quality Association Stormwater BMP Handbook- Construction or the Caltrans Construction Site BMPs Manual. In accordance with SFPUC's requirements, the SWPPP shall include: <ul style="list-style-type: none"> <li>■ An Erosion and Sediment Control Plan that includes a site map illustrating the BMPs that will be used to minimize on-site erosion and the sediment discharge into the combined sewer system, and a narrative description of those BMPs. Appropriate BMPs for Erosion and Sediment Control Plan may include: <ul style="list-style-type: none"> <li>&gt; Scheduling—Develop a schedule that includes sequencing of construction activities with the implementation of appropriate BMPs. Perform construction activities and control practices in accordance with the planned schedule. Schedule work to minimize soil-disturbing activities during the rainy season. Schedule major grading operations for the dry season when practical. Monitor the weather forecast for rainfall and adjust the schedule as appropriate.</li> <li>&gt; Erosion Control BMPs—Preserve existing vegetation where feasible, apply mulch or hydroseed areas until permanent stabilization is established, and use soil binders, geotextiles and mats, earth dikes and drainage swales, velocity dissipation devices, slope drains, or polyacrylamide to protect soil from erosion.</li> <li>&gt; Wind Erosion BMPs—Apply water or other dust palliatives to prevent dust nuisance; prevent overwatering which can cause erosion. Alternatively, cover small stockpiles or areas that remain inactive for seven or more days.</li> <li>&gt; Sediment Control BMPs—Install silt fences, sediment basins, sediment traps, check dams, fiber rolls, sand or gravel bag barriers, straw bale barriers, approved chemical treatment, and storm drain inlet protection to minimize the discharge of sediment. Employ street sweeping to remove sediment from</li> </ul> </li> </ul>	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		streets.	
	<ul style="list-style-type: none"> <li>&gt;</li> </ul>	<p>Tracking Controls—Stabilize the construction site entrance to prevent tracking of sediment onto public roads by construction vehicles. Stabilize on-site vehicle transportation routes immediately after grading to prevent erosion and control dust. Install a tire wash area to remove sediment from tires and undercarriages.</p>	
	<ul style="list-style-type: none"> <li>■</li> </ul>	<p>Non-Stormwater Management BMPs that may include water conservation practices; dewatering practices that minimize sediment discharges; and BMPs for: paving and grinding activities; identifying illicit connections and illegal dumping; irrigation and other planned or unplanned discharges of potable water; vehicle and equipment cleaning, fueling, and maintenance; concrete curing and finishing; temporary batch plants; implementing shoreline improvements and working over water. Discharges from dewatering activities shall comply with the SFPUC's Batch Wastewater Discharge Requirements that regulate influent concentrations for various constituents.</p>	
	<ul style="list-style-type: none"> <li>■</li> </ul>	<p>Waste Management BMPs shall be implemented for material delivery, use, and storage; stockpile management; spill prevention and control; solid and liquid waste management; hazardous waste management; contaminated soil management; concrete waste management; and septic/sanitary waste management.</p>	
	<ul style="list-style-type: none"> <li>■</li> </ul>	<p>SWPPP Training Requirements—Construction personnel will receive training on the SWPPP and BMP implementation.</p>	
	<ul style="list-style-type: none"> <li>■</li> </ul>	<p>Site Inspections and BMP Maintenance—An inspector identified in the SWPPP will inspect the site on a regular basis, before and after a storm event, and once each 24-hour period during extended storms to identify BMP effectiveness and implement corrective actions if required. The SWPPP shall include checklists that document when the inspections occurred, the results of the inspection, required corrective measures, and when corrective measures were implemented. Required BMP maintenance related to a storm event shall be completed within 48 hours of the storm event.</p>	
		<p><b>MM HY-1a.2 Stormwater Pollution Prevention Plan:</b> Separate Storm Sewer System. Consistent with the requirements of the SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (Construction General Permit), the Project Applicant shall undertake the proposed Project in accordance with a project-specific Storm Water Pollution Prevention Plan (SWPPP) prepared by Qualified SWPPP Developer. The SFRWQCB, the primary agency responsible for protecting water quality within the project area, is responsible for reviewing and ensuring compliance with the SWPPP. This review is based on the Construction General Permit issued by the SWRCB.</p>	
		<p>The SWPPP shall include, as applicable, all Best Management Practices (BMPs) required in Attachment C of the Construction General Permit for Risk Level 1 dischargers, Attachment D for Risk Level 2 dischargers, or Attachment E for Risk Level 3 dischargers. In addition, recommended BMPs, subject to review and approval by the SFRWQCB, include the measures listed below. However, the measures themselves may be altered, supplemented, or deleted during the SFRWQCB's review process, since the SFRWQCB has final authority over</p>	





**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>&gt; Impound water produced by dewatering in sediment retention basins or other holding facilities to settle the solids and provide other treatment as necessary prior to discharge to receiving waters. Locate sedimentation basins and other retention and treatment facilities away from waterways to prevent sediment-laden water from reaching streams.</li> <li>&gt; Control discharges of water produced by dewatering to prevent erosion.</li> <li>&gt; If contaminated groundwater is encountered, contact the SFRWQCB for appropriate disposal options. Depending on the constituents of concern, such discharges may be disallowed altogether, or require regulation under a separate general or individual permit that would impose appropriate treatment requirements prior to discharge to the stormwater drainage system.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ Tracking Controls:                             <ul style="list-style-type: none"> <li>&gt; Grade and stabilize construction site entrances and exits to prevent runoff from the site and to prevent erosion.</li> <li>&gt; Install a tire washing facility at the site access to allow for tire washing when vehicles exit the site.</li> <li>&gt; Remove any soil or sediment tracked off paved roads during construction by street sweeping.</li> </ul> </li> <li>■ Non-stormwater Controls:                             <ul style="list-style-type: none"> <li>&gt; Place drip pans under construction vehicles and all parked equipment.</li> <li>&gt; Check construction equipment for leaks regularly.</li> <li>&gt; Wash construction equipment in a designated enclosed area regularly.</li> <li>&gt; Contain vehicle and equipment wash water for percolation or evaporative drying away from storm drain inlets.</li> <li>&gt; Refuel vehicles and equipment away from receiving waters and storm drain inlets, contain the area to prevent run-on and run-off, and promptly cleanup spills.</li> <li>&gt; Cover all storm drain inlets when paving or applying seals or similar materials to prevent the discharge of these materials.</li> </ul> </li> <li>■ Waste Management and Hazardous Materials Pollution Control:                             <ul style="list-style-type: none"> <li>&gt; Remove trash and construction debris from the project area daily.</li> <li>&gt; Locate sanitary facilities a minimum of 300 feet from receiving waters. Maintain sanitary facilities regularly.</li> <li>&gt; Store all hazardous materials in an area protected from rainfall and stormwater run-on and prevent the off-site discharge of hazardous materials.</li> <li>&gt; Minimize the potential for contamination of receiving waters by maintaining spill containment and cleanup equipment on site, and by properly labeling and disposing of hazardous wastes.</li> <li>&gt; Locate waste collection areas close to construction entrances and away from roadways, storm drains,</li> </ul> </li> </ul>	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
Impact(s)		
		Mitigation Measure(s) and/or Project Requirements
		and receiving waters.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Inspect dumpsters and other waste and debris containers regularly for leaks and remove and properly dispose of any hazardous materials and liquid wastes placed in these containers.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Train construction personnel in proper material delivery, handling, storage, cleanup, and disposal procedures.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Implement construction materials management BMPs for:
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Road paving, surfacing and asphalt removal activities.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Handling and disposal of concrete and cement.
<ul style="list-style-type: none"> <li>■</li> </ul>		BMP Inspection, Maintenance, and Repair:
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Inspect all BMPs on a regular basis to confirm proper installation and function. Inspect BMPs daily during storms.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Immediately repair or replace BMPs that have failed. Provide sufficient devices and materials (e.g., silt fence, coir rolls, erosion blankets, etc.) throughout project construction to enable immediate corrective action for failed BMPs.
<ul style="list-style-type: none"> <li>■</li> </ul>		Monitoring and Reporting:
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Provide the required documentation for SWPPP inspections, maintenance, and repair requirements. Personnel that will perform monitoring and inspection activities shall be identified in the SWPPP.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Maintain written records of inspections, spills, BMP-related maintenance activities, corrective actions, and visual observations of off-site discharges of sediment or other pollutants, as required by the SFRWQCB.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Monitor the water quality of discharges from the site to assess the effectiveness of control measures.
<ul style="list-style-type: none"> <li>■</li> </ul>		Implement Shoreline Improvements and work over water BMPs to minimize the potential transport of sediment, debris, and construction materials to the Lower Bay during construction of shoreline improvements.
<ul style="list-style-type: none"> <li>■</li> </ul>		Post-construction BMPs:
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Re-vegetate all temporarily disturbed areas as required after construction activities are completed.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Remove any remaining construction debris and trash from the project site and area upon project completion.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Phase the removal of temporary BMPs as necessary to ensure stabilization of the site.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Maintain post-construction site conditions to avoid formation of unintended drainage channels, erosion, or areas of sedimentation.
<ul style="list-style-type: none"> <li>&gt;</li> </ul>		Correct post-construction site conditions as necessary to comply with the SWPPP and any other pertinent SFRWQCB requirements.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
would not cause an exceedance of water quality standards or contribute to or cause a violation of waste discharge requirements.		MM BI-12b.2 would apply to this impact.	
<b>Impact HY-2</b> Construction activities associated with the Project would not 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.	LTS	No mitigation is required.	LTS
<b>Impact HY-3</b> Construction activities associated with the Project would not 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 which would result in substantial erosion or siltation on or off site.	LTS	No mitigation is required.	LTS
<b>Impact HY-4</b> Construction activities associated with the Project would not substantially alter the existing drainage pattern of the site, 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.	PS	MM HY-1a.1, MM HY-1a.2, and MM HY-1a.3 would apply to this impact.	LTS/IM
<b>Impact HY-5</b> Construction activities associated with the Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm sewer systems or provide substantial additional sources	PS	MM HY-1a.2 would apply to this impact.	LTS/IM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>of polluted runoff.</p> <p><b>Impact HY-6</b> Implementation of the Project would not contribute to violations of water quality standards or waste discharge requirements.</p>	PS	<p><b>MM HY-6a.1, MM HY-6a.2, MM BI-19b.1, and MM BI-19b.2</b> would apply to this impact.</p> <p><b>MM HY-6b.1, MM HY-6b.2, MM BI-18b.1, MM BI-18b.2, MM HY-6b.3,</b></p>	LTS/IM
<p><b>Impact HY-6a</b> Implementation of the Project at Candlestick Point would not contribute to violations of water quality standards or waste discharge requirements.</p>	PS	<p><b>MM HY-6a.1</b> <u>Regulatory Stormwater Requirements.</u> The Project Applicant shall comply with requirements of the Municipal Stormwater General Permit and associated City SWMP, appropriate performance standards established in the Green Building Ordinance, and performance standards established by the SFPUC in the San Francisco Stormwater Design Guidelines.</p> <p>The Draft San Francisco Stormwater Design Guidelines have been developed to satisfy the Municipal Stormwater General Permit requirements for new development and redevelopment projects in areas served by separate storm sewers, and are expected to be adopted by December 2009. The Project Applicant shall comply with requirements of the Draft San Francisco Stormwater Design Guidelines. Upon adoption of the Final Stormwater Design Guidelines, the Project shall comply with the Final San Francisco Stormwater Design Guidelines unless discretionary permits have been approved.</p> <p>Per the Draft San Francisco Stormwater Design Guidelines, the Project Applicant shall submit a SCP to the SFPUC, as part of the development application submitted for approval. The SCP shall demonstrate how the following measures would be incorporated into the Project:</p> <ul style="list-style-type: none"> <li>■ Low impact development site design principles (e.g., preserving natural drainage channels, treating stormwater runoff at its source rather than in downstream centralized controls)</li> <li>■ Source control BMPs in the form of design standards and structural features for the following areas, as applicable:                             <ul style="list-style-type: none"> <li>&gt; Commercial areas</li> <li>&gt; Restaurants</li> <li>&gt; Retail gasoline outlets</li> <li>&gt; Automotive repair shops</li> <li>&gt; Parking lots</li> </ul> </li> <li>■ Source control BMPs for landscaped areas shall be documented in the form of a Landscape Management Plan that relies on Integrated Pest Management and also includes pesticide and fertilizer application guidelines.</li> <li>■ Treatment control measures (e.g., bioretention, porous pavement, vegetated swales) targeting the Project-specific COCs: sediment, pathogens, metals, nutrients (nitrogen and phosphorus compounds), oxygen-demanding substances, organic compounds (e.g., PCBs, pesticides), oil and grease, and trash and debris.</li> </ul> <p>The SCP shall demonstrate that the Project has the land area available to support the proposed BMP</p>	LTS/IM



Impact(s)	Level of Significance Prior to Mitigation	Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance After Mitigation
		<p>facilities sized per the required water quality design storm. Volume-based BMPs shall be sized to treat runoff resulting from 0.75 inches of rainfall (LEED® SS6.2), and flow-based BMPs shall be sized to treat runoff resulting from a rainfall intensity of 0.2 inches per hour. Treatment trains shall be used where feasible.</p> <p>Additional requirements:</p> <ul style="list-style-type: none"> <li>■ LEED® SS6.2: BMPs used to treat runoff shall be designed to remove 80 percent of the average annual post-development total suspended solids loads. BMPs are considered to meet these criteria if they are designed in accordance with SFPUC requirements.</li> <li>■ The SCP shall include an Operations and Maintenance Plan that demonstrates how the treatment control BMPs would be maintained in the long term, what entities would be responsible for BMP maintenance within the public and private rights-of-way, funding mechanisms, and what mechanisms would be used to formalize maintenance and access agreements.</li> <li>■ The Project Applicant shall also prepare a Stormwater Drainage Master Plan (SDMP) for approval by the SFPUC. The SDMP shall include plans for the storm drain infrastructure and plans for stormwater management controls (e.g., vegetated swales, dry wells). The storm drain infrastructure shall illustrate conveyance of the 5-year storm event in a separate storm drain piped system, and conveyance of the 100-year storm event in the street and drainage channel rights-of-way.</li> </ul> <p><b>MM HY-6a.2 Recycled Water Irrigation Requirements.</b> Prior to application of recycled water at the Project site for landscape irrigation, the Project Applicant shall demonstrate compliance with all terms and conditions of the SFPUC's Operations and Maintenance Plan and the Recycled Water General Permit conditions for the use of recycled water. As required by the Recycled Water General Permit, the Project Applicant shall submit an Operations and Maintenance Plan and an Irrigation Management Plan to the SWRCB. The Project Applicant shall also submit the Operations and Maintenance Plan and the Irrigation Management Plan to the SFPUC. Prior to on-site application of recycled water, the Project Applicant shall obtain written confirmation from the SFPUC that the Project Operations and Maintenance Plan and the Irrigation Management Plan is in compliance with the SFPUC's Operations and Maintenance Plan, and other SFPUC requirements for the use of recycled water.</p> <p>All recycled water provided to Project Applicant, pursuant to the Recycled Water General Permit, shall be treated in and managed in conformance with all applicable provisions of the Recycled Water Policy and shall meet Title 22 Requirements for disinfected tertiary recycled water as described in CCR Title 22, sections 60301.230 and 60301.320.</p> <p>In accordance with the Recycled Water General Permit, the Project Applicant's Operations and Maintenance Plan shall describe methods and procedures for complying with recycled water regulations, and the maintenance of equipment and emergency backup systems to maintain compliance with the General Permit conditions and California Department of Public Health (CDPH) requirements. The Project Applicant shall ensure that all users of recycled water comply with the Operations and Maintenance Plan by developing educational</p>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>materials (e.g., pamphlet or brochure) that convey key operational elements (e.g., prevention of cross-connections) of the plan.</p> <p>In accordance with the Recycled Water General Permit, the Project Applicant's Irrigation Management Plan shall include measures to ensure the use of recycled water occurs at an agronomic rate while employing practices to minimize application of salinity constituents. The Irrigation Management Plan shall account for soil characteristics, recycled water characteristics, plant species irrigation requirements, climatic conditions, supplemental nutrient additions to support plant growth, and management of impoundments used to store or collect recycled water. The Irrigation Management Plan shall describe any conditions of approval required by the City, CDPH, or SWRCB.</p> <p>The Project Applicant shall implement the following landscape irrigation BMPs in accordance with Recycled Water General Permit Requirements:</p> <ul style="list-style-type: none"> <li>■ The Operations and Maintenance Plan shall include leak detection methods and correction within 72 hours of identifying a leak or prior to the release of 1,000 gallons.</li> <li>■ Recycled water shall not be applied during precipitation events.</li> <li>■ Impoundment areas shall be managed such that no discharge occurs from storms smaller than the 25-year, 24-hour event.</li> </ul> <p>The Project Applicant shall also implement BMPs for general operational controls, protection of workers and the public (e.g., education about not drinking recycled water), and efficient irrigation (e.g., dedicated landscape water meters for monitoring water usage and leak detection).</p> <p>The Project Applicant shall conduct monthly monitoring to quantify the volume of recycled water applied, the locations and total area of application, and the mass of nitrogen and salinity constituents applied.</p>	
	PS	<p><b>MM HZ-1a</b> and <b>MM HZ-2a.1</b> would also apply to this impact.</p> <p><b>MM HY-6b.1</b> <u>Limitations on Stormwater Infiltration.</u> Infiltration BMPs on HPS Phase II shall be prohibited. Alternative BMPs for stormwater quality control, reuse, and treatment shall be used. For instance, biofiltration BMPs can be implemented with an impervious liner and subdrain system to treat stormwater runoff while preventing infiltration. Overland flow (greater than the five-year and up to the 100-year storm) shall be conveyed in lined channels or other conveyances that will not result in infiltration.</p> <p><b>MM HY-6b.2</b> <u>Industrial General Permit.</u> The Facility Operator shall apply for an Industrial General Permit prior to operational activities for facilities requiring coverage under the Industrial General Permit, which is determined based on the facility's SIC. The Facility Operator shall comply with all provisions in the Industrial General Permit, including implementation of a SWPPP, to effectively control pollutants to the BAT/BCT during the normal course of operations. Primary components and pollution prevention measures that the SWPPP shall address are described below. The Facility Operator shall refer to the California Stormwater Quality Association Stormwater Best Management Practice Handbook – Industrial and Commercial or equivalent for details on BMP implementation. The SFRWQCB is responsible for overseeing Industrial General Permit activities, including</p>	LTS/M
<p><b>Impact HY-6b</b> Implementation of the Project at HPS Phase II would not contribute to violations of water quality standards or waste discharge requirements.</p>	PS		

Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
<b>Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures</b>		

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>and other areas for the purpose of collecting any leaks or spills.</p> <ul style="list-style-type: none"> <li>■ Treatment: This includes inlet controls, infiltration devices, oil/water separators, detention ponds, vegetative swales, etc. that reduce the pollutants in stormwater discharges and authorized non-stormwater discharges. However, because of extensive site constraints, use of infiltration BMPs shall be limited.</li> </ul> <p><b>MM HY-6b.3 Clean Marinas California Program.</b> The marina operator shall obtain certification under the Clean Marinas California Program. The Clean Marinas California Program has developed marina BMPs and an inspection and certification process for marinas that meet the program standard for BMP implementation. The marina operator shall implement BMPs that address the following sources of pollution: petroleum containment, topside boat maintenance and cleaning, underwater boat hull cleaning, marina operations, marina debris, boat sewage discharge, solid waste, liquid waste, fish waste, hazardous materials, and stormwater runoff.</p> <p><b>MM HY-6a.1, MM HY-6a.2 MM HZ-1b, MM HZ-2a.1, MM HZ-5a, MM HZ-9, MM HZ-10b, MM HZ-12, MM HZ-15, MM BI-18b.1, MM BI-18b.2, MM BI-19b.1, and MM BI-19b.2</b> would also apply to this impact.</p>	LTS
<b>Impact HY-6c</b> Implementation of the Yosemite Slough bridge would not contribute to violations of water quality standards or waste discharge requirements.	LTS	No mitigation is required.	LTS
<b>Impact HY-7</b> Implementation of the Project would not otherwise degrade water quality.	PS	<b>MM HY-6a.1, MM HY-6a.2, and MM HY-6b.1</b> would apply to this impact.	LTS/IM
<b>Impact HY-8</b> Implementation of the Project would not 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.	NI	No mitigation is required.	NI
<b>Impact HY-9</b> Implementation of the Project would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, and would not result in substantial erosion or siltation on site or off site.	PS	<b>MM HY-6a.1</b> would apply to this impact.	LTS/IM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact HY-10</b> Implementation of the Project would not alter the existing drainage pattern of the site, through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff, and would not result in flooding on site or off site.</p>	PS	MM HY-6a.1 would apply to this impact.	LTS/M
<p><b>Impact HY-11</b> Implementation of the Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm sewer systems or provide substantial additional sources of polluted runoff.</p>	PS	MM HY-6a.1 would apply to this impact.	LTS/M
<p><b>Impact HY-12</b> Implementation of the Project would not place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>	PS	MM HY-12a.1 and MM HY-12a.2 would apply to this impact.	LTS/M
<p><b>Impact HY-12a</b> Implementation of the Project at Candlestick Point would not place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>	PS	<p><b>MM HY-12a.1</b> Finished Grade Elevations Above Base Flood Elevation. The Project site shall be graded such that finished floor elevations are 6.5 feet above the Base Flood Elevation (BFE), and streets and pads are 3 feet above BFE to allow for future sea level rise, thereby elevating all housing and structures above the existing and potential future flood hazard area. If the FIRM for San Francisco is not finalized prior to implementation of the Project, the Project Applicant shall work with the City Surveyor to revise the City's Interim Floodplain Map. If the FIRM for San Francisco is finalized prior to implementation of the Project, the Project Applicant shall request that the Office of the City Administrator (Floodplain Manager) request a Letter of Map Revision based on Fill (LOMR-F) from FEMA that places the Project outside SFHA and requires that the FIRM is updated by FEMA to reflect revised regulatory floodplain designations.</p> <p><b>MM HY-12a.2</b> Shoreline Improvements for Future Sea-Level Rise. Shoreline and public access improvements shall be designed to allow future increases in elevation to keep up with higher sea level rise values, should they occur. Design elements shall include providing adequate setbacks to allow for future elevation increases of at least 3 feet along the shoreline.</p>	LTS/M
<p><b>Impact HY-12b</b> Implementation</p>	PS	MM HY-12a.1 and MM HY-12a.2 would apply to this impact.	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
of the Project at HPS Phase II would not place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.			
<b>Impact HY-13</b> Implementation of the Project would not place structures within a 100-year flood hazard area or impede or redirect flood flows.	<b>PS</b>	<b>MM HY-13b</b> would apply to this impact.	<b>LTS/IM</b>
<b>Impact HY-13a</b> Implementation of the Project at Candlestick Point would not place structures within a 100-year flood hazard area that could impede or redirect flood flows.	<b>LTS</b>	No mitigation is required.	<b>LTS</b>
<b>Impact HY-13b</b> Implementation of the Project at HPS Phase II would not place structures within a 100-year flood hazard area or impede or redirect flood flows.	<b>PS</b>	<b>MM HY-13b Floodplain Development Permit.</b> To reduce the impacts of placing structures in a 100-year flood hazard area that could impede or redirect flows, the Project Applicant shall implement the following measures: <ul style="list-style-type: none"> <li>■ The Project Applicant shall obtain a Floodplain Development Permit from the Office of the City Administrator in accordance with the City's floodplain management ordinance that includes a hydraulic evaluation to determine whether structures or structural elements would impede or redirect flood flows and mandates minimum design and construction standards. Design and construction methods shall comply with NFIP requirements for placing structures in Zone V.</li> <li>■ The Floodplain Development Permit shall include a "V-Zone Certification" in accordance with the NFIP. As part of the certification, a professional engineer or architect shall consider the NFIP "Free-of-Obstruction" requirement, to ensure that floodwaters or waves would not be deflected into a building or adjacent structure.</li> </ul>	<b>LTS/IM</b>
<b>Impact HY-13c</b> The Yosemite Slough bridge would not place structures within a 100-year flood hazard area or impede or redirect flood flows.	<b>LTS</b>	No mitigation is required.	<b>LTS</b>
<b>Impact HY-14</b> Implementation of the Project would not expose people or	<b>PS</b>	<b>MM HY-14 Shoreline Improvements to Reduce Flood Risk.</b> To reduce the flood impacts of failure of existing shoreline protection, the Project Applicant shall implement shoreline improvements for flood control protection,	<b>LTS/IM</b>



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		
Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
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.		
<b>Impact HY-15</b> Implementation of the Project would not expose people or structures to inundation by seiche, tsunami, or mudflow.	LTS	LTS
		as identified in the Candlestick Point/Hunters Point Development Project Proposed Shoreline Improvements report. MM HY-11a.2 would also apply to this impact.
<b>SECTION III.N (BIOLOGICAL RESOURCES)</b>		
(Note: As mentioned in the introductory text, Project impacts for Impact BI-3a through Impact BI-21b are provided by Impact BI-22 through Impact BI-26)		
<b>Impact BI-1</b> Implementation of the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	NI	NI
<b>Impact BI-2</b> Implementation of the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any common species or habitats through substantial interference 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.	LTS	LTS
<b>Impact BI-3a</b> Construction at Candlestick Point would not have a substantial adverse effect, either directly or through habitat modifications, on any plant species identified as a candidate,	NI	NI
		No mitigation is required.
		No mitigation is required. Implementation of <b>MM BI-7b</b> would be beneficial to grassland-associated raptors and terrestrial biological resources.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>			
<p><b>Impact BI-3b</b> Construction at HPS Phase II and construction of the Yosemite Slough bridge would not have a substantial adverse effect, either directly or through habitat modifications, on any plant species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	NI	No mitigation is required.	NI
<p><b>Impact BI-4a</b> Construction at Candlestick Point would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the <i>Clean Water Act</i> through direct removal, filling, hydrological interruption, or other means.</p>	PS	<p><b>MM BI-4a.1</b> Wetlands and Jurisdictional/Regulated Waters Mitigation for Temporary and/or Permanent Impacts. Wetlands and jurisdictional waters shall be avoided to the maximum extent practicable for all Project components. For example, any measures taken to improve the existing shoreline of Candlestick Point or HPS Phase II for purposes of flood control, erosion control, or repair or stabilization of existing structures shall minimize the amount of fill to be placed in jurisdictional areas.</p> <p>Where avoidance of existing wetlands and drainages is not feasible, and before any construction activities are initiated in jurisdictional areas, the Applicant shall obtain the following permits, as applicable to the activities in question:</p> <ul style="list-style-type: none"> <li>■ CWA Section 404 permit from the USACE.</li> <li>■ Section 10 <i>Rivers and Harbors Act</i> Permit from the USACE.</li> <li>■ CWA Section 401 water quality certification from the RWQCB, and/or Report of Waste Discharge for Waters of the State.</li> <li>■ CWA Section 402/National Pollution Discharge Elimination System permit from SWRCB [requiring preparation of a Stormwater Pollution Prevention Plan (SWPPP)].</li> <li>■ CDFG Section 1602 streambed alteration agreement from CDFG.</li> <li>■ A permit from the BCDC.</li> <li>■ Dredging permits from the USACE and BCDC as required, obtained through the Dredged Material Management Office (DMMO) process.</li> </ul>	LTS/IM
<p>Candlestick Point—Hunters Point Shipyard Phase II Development Plan EIR</p>		<p>Copies of these permits shall be provided to the contractor, along with the construction specifications. The Project Applicant shall be responsible for complying with all of the conditions set forth in these permits, including</p>	

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>any financial responsibilities.</p> <p>Compensation for impacts to wetlands and jurisdictional waters shall be required to mitigate any permanent impacts to these habitats to less-than significant-levels. Such mitigation shall also be developed (separately from the CEQA process) as a part of the permitting process with the USACE, or for non-USACE-jurisdictional wetlands, during permitting through the SFRWQCB, BCDC, and/or CDFG. The exact mitigation ratio shall be established during the permitting process, and depends on a number of factors, including the type and value of the wetlands permanently affected by the Project; however, mitigation shall be provided at a ratio of no less than 1:1 (at least 1 acre of mitigation for every 1 acre of waters of the US/State permanently filled). Mitigation could be achieved through a combination of on-site restoration or creation of wetlands or aquatic habitats (including removal of on-site fill or structures such as piers, resulting in a gain of wetland or aquatic habitats); off-site restoration/creation; and/or mitigation credits purchased at mitigation banks within the San Francisco Bay Region. However, any mitigation for impacts to jurisdictional waters providing habitat for special-status fish such as the green sturgeon, Central California Coast steelhead, Chinook salmon, and longfin smelt must result in the restoration or creation (at a minimum 1:1 ratio) of suitable habitat for these species, and any mitigation for impacts to jurisdictional wetlands or other waters that are considered EFH by the NMFS must result in the restoration or creation (at a minimum 1:1 ratio) of EFH. Suitably planned mitigation sites may satisfy mitigation requirements for jurisdictional areas, special-status fish, and EFH simultaneously (i.e., in the same mitigation areas) if the mitigation satisfies all these needs.</p> <p>For funding of off-site improvements or purchase of mitigation bank credits, the Project Applicant shall provide written evidence to the City/Agency that either (a) compensation has been established through the purchase of a sufficient number of mitigation credits to satisfy the mitigation acreage requirements of the Project activity, or (b) funds sufficient for the restoration of the mitigation acreage requirements of the Project activity have been paid to the BCDC, CCC, or other entity or agency that offers mitigation credits in the San Francisco Bay Area.</p> <p>For areas to be restored, to mitigate for temporary or permanent impacts, the Project Applicant shall prepare and implement a Wetland and Jurisdictional Waters Mitigation Monitoring Plan (Mitigation Monitoring Plan). The Plan shall be submitted to the regulatory agencies along with permit application materials for approval, along with a copy to the City/Agency.</p> <p>The Project Applicant shall retain a restoration ecologist or wetland biologist to develop the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan, and it shall contain the following components (or as otherwise modified by regulatory agency permitting conditions):</p> <ol style="list-style-type: none"> <li>1. Summary of habitat impacts and proposed mitigation ratios, along with a description of any other mitigation strategies used to achieve the overall mitigation ratios, such as funding of off-site improvements and/or purchase of mitigation bank credits</li> <li>2. Goal of the restoration to achieve no net loss of habitat functions and values</li> <li>3. Location of mitigation site(s) and description of existing site conditions</li> </ol>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>4. Mitigation design:</p> <ul style="list-style-type: none"> <li>■ Existing and proposed site hydrology</li> <li>■ Grading plan if appropriate, including bank stabilization or other site stabilization features</li> <li>■ Soil amendments and other site preparation elements as appropriate</li> <li>■ Planting plan</li> <li>■ Irrigation and maintenance plan</li> <li>■ Remedial measures/adaptive management, etc.</li> </ul>	
		<p>5. Monitoring plan (including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.)</p>	
		<p>6. Contingency plan for mitigation elements that do not meet performance or final success criteria.</p>	
		<p>Restoration and/or creation of wetlands or aquatic habitats could occur on site or off site and at one or more locations, as approved by the regulatory agencies. Impacts occurring due to activities on Candlestick Point may be mitigated by restoration or creation activities on HPS Phase II and vice versa. For example, loss of open water habitat that might result from construction of shoreline treatments could potentially be mitigated by the removal of fill or structures from aquatic habitat on HPS Phase II.</p>	
		<p>The Project Applicant, or its agent, shall implement the Wetland and Jurisdictional Waters Mitigation Monitoring Plan. At least five years of monitoring (or more if required as a condition of the permits) shall be conducted to document whether the success criteria (that are determined as part of the mitigation plan) are achieved, and to identify any remedial actions that must be taken if the identified success criteria are not met. Annual monitoring reports (described below) shall be submitted to CDFG, the USACE, the BCDC, the City/Agency, and the SFRWQCB. Each report shall summarize data collected during the monitoring period, describe how the habitats are progressing in terms of the success criteria, and discuss any remedial actions performed. Additional reporting requirements imposed by permit conditions shall be incorporated into the Wetland and Jurisdictional Waters Mitigation Monitoring Plan and implemented.</p>	
		<p>Success criteria for specified years of monitoring for vegetated mitigation wetlands are as follows (though these may be subject to change pending development of specific Mitigation and Monitoring Plans and consultation during the permit process):</p>	
		<ul style="list-style-type: none"> <li>■ Year 1 after restored areas reach elevations suitable for colonization by wetland plants: 10 percent combined area and basal cover (rhizomatous turf) of all vegetation in the preserve wetland; at least two hydrophytic plants co-dominant with whatever other vegetative cover exists.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ Year 3 after restored areas reach colonization elevation: 50 percent combined area and basal cover (rhizomatous turf) of all vegetation; prevalence of hydrophytic species in terms of both cover and dominant species composition of the vegetation; native vascular species shall comprise 40 percent of the vegetation in the preserve wetland.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ Year 5 after restored areas reach colonization elevation: 70 percent combined area and basal cover</li> </ul>	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
Impact(s)		Mitigation Measure(s) and/or Project Requirements
		<p>(rhizomatous turf) of all vegetation; more than 50 percent dominance in terms of both cover and species composition of facultative (FAC), facultative wetland (FACW), and obligate (OBL) species; native vascular species shall comprise 65 percent of the vegetation in the preserve wetlands.</p>
		<p>Other success criteria shall be developed for open water/mud flat habitats (which would not be expected to support vegetation) or for wetland complexes specifically designed to contain extensive areas of channels, panes, or flats that would not be vegetated. In addition, the final Project design shall avoid substantial adverse effects to the pre-Project hydrology, water quality, or water quantity in any wetland that is to be retained on site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through an on-site Wetland Protection Plan that shall be prepared by a restoration ecologist or wetland biologist that is retained by the Project Applicant, and submitted to regulatory agencies for approval, along with a copy to the City/Agency. If such indirect effects cannot be avoided, compensatory mitigation shall be provided for the indirectly affected wetlands at a minimum 1:1 ratio, as described above. Mitigation for indirectly impacted wetlands shall be described in the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan.</p> <p>Project features resulting in impacts to open water areas as a result of the marina, bridge, and breakwater construction shall be designed to be the minimum size required to meet their designated need. The opening in the breakwater shall be large enough and positioned such that it would allow for a complete daily exchange of water within the marina that would otherwise result from normal tidal flow, as determined by a coastal engineer and an aquatic biologist. This opening shall be designed to minimize disruption to the local hydrology generated by the breakwater and allow for normal tidal flow to ensure the daily exchange of nutrients.</p>
		<p><b>MM BI-4a.2</b> <u>Wetlands and Jurisdictional/Regulated Waters Impact Minimization for Construction-Related Impacts.</u> The Project Applicant shall ensure that the contractor minimizes indirect construction-related impacts on wetlands and jurisdictional/regulated waters throughout the Study Area by implementing the following Best Management Practices (BMPs):</p>
		<ul style="list-style-type: none"> <li>■ Prior to any construction activities on the site, a protective fence shall be installed a minimum of one foot (or greater, if feasible) from the edge of all wetland habitat to be avoided in the immediate vicinity of the proposed construction areas. Prior to initiation of construction activities, a qualified biologist shall inspect the protective fencing to ensure that all wetland features have been appropriately protected. No encroachment into fenced areas shall be permitted during construction and the fence shall remain in place until all construction activities within 50 feet of the protected feature have been completed.</li> <li>■ Construction inspectors shall routinely inspect protected areas to ensure that protective measures remain in place and effective until all construction activities near the protected resource have been completed. The fencing shall be removed immediately following construction activities.</li> <li>■ To maintain hydrologic connections, the Project design shall include culverts for all seasonal and perennial drainages that are waters of the United States and/or Waters of the State.</li> <li>■ Sediment mitigation measures shall be in place prior to the onset of Project construction and shall be</li> </ul>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>monitored and maintained until construction activities have been completed. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Excess excavated soil shall be disposed of at a regional landfill or at another approved and/or properly permitted location. Stockpiles that are to remain on the site throughout the wet season shall be protected to prevent erosion.</p> <ul style="list-style-type: none"> <li>■ Where determined necessary by regulatory agencies, geotextile cushions and other appropriate materials (i.e., timber pads, prefabricated equipment pads, geotextile fabric) shall be used in saturated conditions to minimize damage to the substrate and vegetation.</li> <li>■ Exposed slopes and banks shall be stabilized immediately following completion of construction activities to reduce the effects of erosion on the drainage system.</li> <li>■ In highly erodible areas, such as Yosemite Slough, banks shall be stabilized using a non-vegetative material that shall bind the soil initially and break down within a few years. If, during review of the grading permit for this area, the City/Agency determines that more aggressive erosion control treatments are needed, the contractor shall be directed to use geotextile mats, excelsior blankets, or other soil stabilization products.</li> <li>■ The contractors shall develop a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. As discussed in the Regulatory Framework of the Hydrology and Water Quality section of this EIR, the SWPPP will comply with applicable local, state, and federal requirements. Erosion control BMPs may include, but are not limited to, the application of straw mulch; seeding with fast growing grasses; construction of berms, silt fences, hay bale dikes, stormwater detention basins, and other energy dissipaters. BMPs shall be selected and implemented to ensure that contaminants are prevented from entering the San Francisco Bay during construction and operation of the facilities shall protect water quality and the marine species in accordance with all regulatory standards and requirements.</li> <li>■ Testing and disposal of any dredged sediment shall be conducted as required by the USACE and the Long-Term Management Strategy (LTMS)<sup>2</sup></li> <li>■ For impacts to tidal habitats: <ul style="list-style-type: none"> <li>&gt; Conduct all work in dewatered work areas</li> <li>&gt; Install sediment curtains around the worksite to minimize sediment transport</li> <li>&gt; Work only during periods of slack, tide (minimal current) and low wind to minimize transport of sediment laden water</li> </ul> </li> </ul>	
<p><b>Impact BI-4b</b> Construction at HPS Phase II would not have a substantial adverse effect on</p>	<p><b>PS</b></p>	<p><b>MM BI-4a.1</b> and <b>MM BI-4a.2</b> would apply to this impact.</p>	<p><b>LTS/M</b></p>

<sup>2</sup> US Army Corps of Engineers, US Environmental Protection Agency, San Francisco Bay Conservation and Implementation Commission, and San Francisco Bay Regional Water Quality Control Board. Long-term Management Strategy for the Placement of Dredge Material in the San Francisco Bay, Management Plan 2001.



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements
federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.		
<b>Impact BI-4c</b> Construction of the Yosemite Slough bridge would not 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, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	<b>PS</b>	<b>MM BI-4c</b> Mitigation for Shading Impacts to Jurisdictional/Regulated Waters. Mud flats and aquatic habitats impacted by permanent shading from the Yosemite Slough bridge shall be mitigated by the creation or restoration, either on site, off site, and/or via purchase of mitigation bank credits, at a 0.5:1 (mitigation:impacted) ratio. Aside from the mitigation ratio, such mitigation shall be provided as described for mitigation measure MM BI-4a.1.
		<b>MM BI-4a.1</b> and <b>MM BI-4a.2</b> would also apply to this impact.
<b>Impact BI-5a</b> Construction at Candlestick Point would not have a substantial adverse effect on eelgrass beds, a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.	<b>NI</b>	No mitigation is required.
<b>Impact BI-5b</b> Construction at HPS Phase II would not have a substantial adverse effect on eelgrass beds, a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.	<b>PS</b>	<b>MM BI-5b.1</b> Avoidance of Impacts to Eelgrass. As the design of shoreline treatments progresses, and a specific Shoreline Treatment Plan is determined, the Plan shall minimize any in-water construction required for installation of any treatment measures near either of the two eelgrass locations noted above. If in-water work is completely avoided within 750 feet of these areas, there would be no impact and no further mitigation would be required. If complete avoidance of work within 750 feet of these areas is not feasible, measure MM BI-5b.2 shall be implemented. <b>MM BI-5b.2</b> Eelgrass Survey. If avoidance of work within 750 feet of two known eelgrass locations is not feasible, an update to the existing eelgrass mapping shall be conducted to determine the precise locations of the eelgrass beds. This survey shall occur when a final Shoreline Treatment Plan has been prepared. The survey shall be conducted by a biologist(s) familiar with eelgrass identification and ecology and approved by

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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NMFS to conduct such a survey. The area to be surveyed shall encompass the mapped eelgrass beds, plus a buffer of 750 feet. Survey methods shall employ either SCUBA or sufficient grab samples to ensure that the bottom was adequately inventoried. The survey shall occur between August and October and collect data on eelgrass distribution, density, and depth of occurrence for the survey areas. The edges of the eelgrass beds shall be mapped. At the conclusion of the survey a report shall be prepared documenting the survey methods, results, and eelgrass distribution within the survey area. This report shall be submitted to NMFS for approval. The survey data shall feed back into the shoreline treatment design process so that Project engineers can redesign the treatments to avoid or minimize any direct impacts to eelgrass beds.

If the shoreline treatments can be adjusted so that no direct impacts to eelgrass beds would occur, no further mitigation under this measure would be required. Management of water quality concerns is addressed through mitigation measure MM BI-5b.4 and shall be required to minimize sediment accumulation on the eelgrass. If direct impacts to eelgrass beds cannot be avoided, mitigation measure MM BI-5b.3 shall be implemented.

**MM BI-5b.3 Compensatory Eelgrass Mitigation.** If direct impacts to eelgrass beds cannot be avoided, compensatory mitigation shall be provided in conformance with the Southern California Eelgrass Mitigation Policy. Mitigation shall entail the replacement of impacted eelgrass at a 3:1 (mitigation:impact) ratio on an acreage basis, based on the eelgrass mapping described in mitigation measure MM BI-5b.2 and detailed designs of the feature(s) that would impact eelgrass beds. Such mitigation could occur either off site or on site.<sup>3</sup> Off-site mitigation could be achieved through distribution of a sufficient amount of funding to allow restoration or enhancement of eelgrass beds at another location in the Bay. If this option is selected, all funds shall be distributed to the appropriate state or federal agency or restoration-focused non-governmental agency (i.e., CDFG restoration fund, California Coastal Conservancy, Save the Bay, etc). The Project Applicant shall provide written evidence to the City/Agency that either a) compensation has been established through the purchase of a sufficient number of mitigation credits to satisfy the mitigation acreage requirements of the Project activity, or b) funds sufficient for the restoration of the mitigation acreage requirements of the Project activity have been paid. These funds shall be applied only to eelgrass restoration within the Bay.

If on-site mitigation is selected as the appropriate option, the Project Applicant shall retain a qualified biologist familiar with eelgrass ecology (as approved by the City/Agency) to prepare and implement a detailed Eelgrass Mitigation Plan. Unless otherwise directed by NMFS, the Eelgrass Mitigation Plan shall follow the basic outline and contain all the components required of the Southern California Eelgrass Mitigation Policy (as revised in 2005),<sup>4</sup> including: identification of the mitigation need, site, transplant methodology, mitigation extent (typically

<sup>3</sup> NMFS, Southwest Regional Office, Southern California Eelgrass Mitigation Policy, as revised August 30, 2005. Website: [http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11\\_final.pdf](http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11_final.pdf). Accessed July 20, 2009.

<sup>4</sup> NMFS, Southwest Regional Office, Southern California Eelgrass Mitigation Policy, as revised August 30, 2005. Website: [http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11\\_final.pdf](http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11_final.pdf). Accessed July 20, 2009.

Impact(s)	Level of Significance Prior to Mitigation	Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance After Mitigation
<p><b>Impact BI-6a</b> Construction at Candlestick Point would not have a substantial adverse effect, either directly or through habitat modifications, on any bird species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	PS	<p>3:1 on an acreage basis<sup>5</sup>), monitoring protocols (including frequency, staffing, reviewing agencies, duration, etc), and success criteria. A draft Eelgrass Mitigation Plan shall be submitted to NMFS, for its review and approval prior to implementation, with a copy to the City/Agency. Once the plan has been approved, it shall be implemented in the following appropriate season for transplantation. Restored eelgrass beds shall be monitored for success over a 5-year period.</p> <p><b>MM BI-5b.4 Eelgrass Water Quality BMPs.</b> To prevent sediment that could be suspended during construction from settling out onto eelgrass, for any shoreline treatments within 750 feet of identified eelgrass beds, the Project Applicant shall require the selected contractor to implement appropriate BMPs that could include any or all of the following options, or others deemed appropriate by NMFS:</p> <ol style="list-style-type: none"> <li>1. Conduct all work in dewatered work areas</li> <li>2. Conduct all in-water work during periods of eelgrass dormancy (November 1-March 31)</li> <li>3. Install sediment curtains around the worksite to minimize sediment transport</li> <li>4. Work only during periods of slack tide (minimal current) and low wind to minimize transport of sediment laden water</li> </ol>	LTS/M
<p><b>MM BI-6a.1 Impact Avoidance and Pre-Construction Surveys for Nesting Special-Status and Legally Protected Avian Species.</b> The following measures shall be implemented by the Project Developer to avoid impacts to nesting birds.</p> <ol style="list-style-type: none"> <li>1. Not more than 15 days prior to construction activities that occur between February 1 and August 31, surveys for nesting birds shall be conducted by a qualified biologist (one familiar with the breeding biology and nesting habits of birds that may breed in the Project vicinity) that is selected by the Project Developer, and approved by the City/Agency. Surveys shall cover the entire area to be affected by construction and the area within a 250-foot buffer of construction or ground-disturbing activities. The results of the surveys, including survey dates, times, methods, species observed, and a map of any discovered nests, shall be submitted to the City/Agency. If no active avian nests (i.e. nests with eggs or young) are identified on or within 250 feet of the limits of the disturbance area, no further mitigation is necessary. Phased construction work shall require additional surveys if vegetation or building removal has not occurred within 15 days of the initial survey or is planned for an area that was not previously surveyed. Alternatively, to avoid impacts, the Project Developer shall begin construction after the previous breeding season for local raptors and other special-status species has ended (after August 31) and before the next breeding season begins (before February 1).</li> <li>2. If active nests (with eggs or young) of special-status or protected avian species are found within 250 feet of</li> </ol>	PS		LTS/M

<sup>5</sup> US Army Corps of Engineers, US Environmental Protection Agency, San Francisco Bay Conservation and Implementation Commission, and San Francisco Bay Regional Water Quality Control Board. Long-term Management Strategy for the Placement of Dredge Material in the San Francisco Bay, Management Plan 2001; Appendix F – ESA and EFH Consultation.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>the proposed disturbance area, a minimum 250-foot no-disturbance buffer zone surrounding active raptor nests and a minimum 100-foot buffer zone surrounding nests of other special-status or protected avian species shall be established until the young have fledged. Project activities shall not occur within the buffer as long as the nest is active. The size of the buffer area may be reduced if a qualified biologist familiar with the species' nesting biology (as approved by the City/Agency) and CDFG determine it would not be likely to have adverse effects on the particular species. Alternatively, certain activities may occur within the aforementioned buffers, with CDFG concurrence, if a qualified biologist monitors the activity of nesting birds for signs of agitation while those activities are being performed. If the birds show signs of agitation suggesting that they could abandon the nest, activities would cease within the buffer area. No action other than avoidance shall be taken without CDFG consultation.</p> <p>3. Completion of the nesting cycle (to determine when construction near the nest can commence) shall be determined by a qualified biologist experienced in identification and biology of the specific special-status or protected species.</p> <p><b>MM BI-6a.2 Burrowing Owl Protocol Surveys and Mitigation.</b> Because burrowing owls may take refuge in burrows any time of year, species-specific measures are necessary to avoid take of this species. The following measures shall be undertaken by the Project Developer to protect burrowing owls.</p> <p>Prior to construction activities, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted by a qualified biologist (i.e., one who is familiar with burrowing owl ecology and experienced in performing surveys for them, approved by the City/Agency) no more than 30 days prior to commencement of construction activities. These surveys shall be conducted in accordance with the CDFG burrowing owl survey protocol contained within California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, or any more current equivalent should new guidelines be released before construction.</p> <ol style="list-style-type: none"> <li>1. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City/Agency and CDFG, and no further mitigation is necessary.</li> <li>2. If unoccupied burrows are found during the non-breeding season, prior to construction activities, the Project Developer shall collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.</li> <li>3. If occupied burrows are found, a letter report documenting survey methods and findings (including a map showing the locations of the occupied burrows) shall be submitted to the City/Agency and CDFG. Impacts to the burrows shall be avoided by providing a construction-free buffer of 250 feet during the nesting season (February 1 through August 31). A buffer of 165 feet from the active burrows should be provided during the non-breeding season (September 1 through January 31) if feasible, though a reduced buffer is acceptable during the non-breeding season as long as construction avoids direct impacts to the burrow(s) used by the owls. The size of the buffer area may be reduced if the CDFG determines it would not be likely to have</li> </ol>	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact(s)</b></p> <p>Construction at HPS Phase II would not have a substantial adverse effect, either directly or through habitat modifications, on any bird species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>		<p>adverse effects on the owls. No Project activity shall commence within the buffer area until a qualified biologist (as approved by the City/Agency) confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, as recommended by the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, a minimum of 6.5 acres of foraging habitat contiguous (immediately adjacent) to the burrow shall be maintained until the nesting season is over. If the foraging habitat contiguous to the occupied burrow is currently less than 6.5 acres, the entire foraging habitat shall be maintained until the nesting season is over.</p>	
		<p>4. If impacts to occupied burrows are unavoidable, passive relocation techniques approved by CDFG shall be used to evict owls from burrows within the construction area prior to construction activities. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist (as approved by the City/Agency) verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival, or verifies the owls have not yet laid eggs. If any breeding owls must be relocated (i.e., after the nesting season has ended), mitigation of impacts to lost foraging and nesting habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, which depending upon conditions detailed in the guidance (such as mitigation habitat quality), range from 7.5 to 19.5 acres per pair. This mitigation may take the form of the purchase of credits in a burrowing owl mitigation bank or the preservation and management of the required habitat acreage on site (e.g., in the Grasslands Ecology Park) or off site. If mitigation is provided via on-site or off-site habitat preservation and management, a Burrowing Owl Habitat Management Plan shall be prepared by a qualified biologist and submitted to the CDFG for review and approval, along with a copy to the City/Agency. This plan shall detail the location of the mitigation site, the means of preservation of the site (i.e., via a conservation easement), any enhancement and management measures necessary to ensure that habitat for burrowing owls is maintained in the long term, a monitoring program, and the size of an endowment established for the long-term maintenance of the site.</p>	
<p><b>Impact BI-6b</b> Construction at HPS Phase II would not have a substantial adverse effect, either directly or through habitat modifications, on any bird species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	<p><b>PS</b></p>	<p><b>MM BI-6b</b> American Peregrine Falcon Nest Protection Measures. To protect the nest of peregrine falcons during construction, the following measures shall be implemented by the Project Developer prior to construction or other disturbance within 500 feet of the Re-gunning crane nest.</p> <ol style="list-style-type: none"> <li>1. Not more than 30 days prior to construction activities that occur between February 1 and August 15, surveys for nesting peregrine falcons shall be conducted on the Re-gunning crane, and within a 500-foot buffer surrounding the potential nesting location. Surveys shall be performed by a qualified biologist (i.e., one familiar with falcon biology and nesting) that is selected by the Project Developer, and approved by the City/Agency. The results of the surveys shall be submitted to the City/Agency and the CDFG. If no active peregrine falcon nests, eggs, or breeding activity, are identified on or within 500 feet of the limits of the disturbance area, no further mitigation is necessary. Alternatively, to avoid impacts, the Project Developer can begin construction after the previous breeding season has ended (after August 31) and before the next breeding season begins (before February 1).</li> </ol>	<p><b>LTS/IM</b></p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact BI-7a</b> Construction at Candlestick Point would not have a substantial adverse effect on the quantity and quality of suitable foraging habitat for raptors.</p>	<p>LTS</p>	<p>2. If active peregrine nests or breeding activity are observed within the survey area, a minimum 250-foot no disturbance buffer zone surrounding the nesting location shall be established until the young have fledged. Within this buffer, no Project construction activities shall occur while the nest is active. The size of the buffer area may be reduced if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the falcons. No action other than avoidance shall be taken without CDFG consultation.</p> <p>3. No new Project construction activity shall commence within the buffer area until young have fledged and the nest is no longer active, or until nesting has been terminated for reasons unrelated to Project activities. Completion of the nesting cycle shall be determined by a qualified biologist who is experienced in peregrine falcon breeding biology (as determined and approved by the City/Agency).</p> <p><b>MM BI-6a.1</b> and <b>MM BI-6a.2</b> would also apply to this impact.</p>	<p>LTS</p>
<p><b>Impact BI-7b</b> Implementation of the Project at HPS Phase II would not have a substantial adverse effect on the quantity and quality of suitable foraging habitat for raptors.</p>	<p>PS</p>	<p><b>MM BI-7b</b> Enhancement of Raptor Foraging Habitat. The Draft Parks, Open Space, and Habitat Concept Plan shall implement, at a minimum, the following measures in open space areas outside the CPSRA, and if allowed, within the CPSRA area:</p> <ul style="list-style-type: none"> <li>■ <b>Restoration and Management of Grasslands:</b> To maintain grassland-associated wildlife species on the site, grasslands extensive enough to support such species shall be maintained and enhanced through the restoration of native grasses. Such grassland habitat shall not be well manicured or regularly mown. No trees shall be planted within such areas, and shrub cover would be limited to a few small, scattered patches of low-statured coastal scrub plants. At a minimum, replacement of non-native grassland impacted at HPS Phase II with native-dominated grassland shall occur at a ratio of 1:1 (1 acre of native-dominated grassland restored: 1 acre of non-native grassland impacted).</li> <li>■ <b>Increase in Tree/Shrub Cover:</b> Trees and shrubs (particularly natives) shall be planted and maintained outside the designated grassland restoration area to provide foraging habitat for raptors and other migratory birds, and cover for mammals, reptiles, and smaller birds that may serve as raptor prey. While native vegetation shall be favored, site-appropriate non-native trees and shrubs that provide food or structural resources that are particularly valuable to native wildlife shall also be considered. Approximately 10,000 net new trees shall be planted at the Project site and in the community, in addition to trees that will be replaced as required by the Urban Forestry Ordinance or MM BI-14a.</li> </ul> <p>The elements identified above shall be reviewed and approved by a qualified biologist (one familiar with the ecology of the Project site), and the Draft Parks, Open Space, and Habitat Concept Plan shall be implemented during construction of the Project. This plan shall be approved by the City/Agency prior to construction, and its</p>	<p>LTS/MS</p>



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact BI-8a</b> Construction at Candlestick Point would not have a substantial adverse effect, either directly or through habitat modifications, on the western red bat, a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	LTS	<p>preparation and implementation shall be the financial responsibility of the Project Applicant.</p> <p>No mitigation is required. <b>MM BI-7b</b> and <b>MM BI-14a</b> would result in a beneficial effect on habitat for the western red bat.</p>	LTS
<p><b>Impact BI-8b</b> Construction at HPS Phase II would not have a substantial adverse effect, either directly or through habitat modifications, on the western red bat, a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	LTS	<p>No mitigation is required. Implementation of <b>MM BI-7b</b> and <b>MM BI-14a</b> would be beneficial to the habitat for the western red bat.</p>	LTS
<p><b>Impact BI-9a</b> Pile driving associated with construction at Candlestick Point would not have a substantial adverse effect either directly or through habitat modifications, on marine mammals or fish identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	NI	<p>No mitigation is required.</p>	NI
<p><b>Impact BI-9b</b> Pile driving associated with construction of the marina and the Yosemite Slough bridge would not have a</p>	PS	<p><b>MM BI-9b Pile Driving Design and Minimization Measures.</b> To minimize impacts on fish and marine mammals, the Project Applicant shall be implemented the following measure to reduce the amount of pressure waves generated by pile driving. The first set of measures shall be implemented during Project design. The second set of measures shall be implemented during construction.</p>	LTS/IM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>substantial adverse effect at HPS Phase II, either directly or through habitat modifications, on marine mammals or fish identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>		<p><b>Design Measures:</b></p> <ol style="list-style-type: none"> <li>1. Engineer structures to use fewer or smaller piles, where feasible, and preferably, solid piles.</li> <li>2. Design structures that can be installed in a short period of time (i.e., during periods of slack tide when fish movements are lower).</li> </ol> <p>The City/Agency, with consultation from a qualified biologist who is familiar with marine biology, as approved by the City/Agency, shall review the final Project design to ensure that these design requirements have been incorporated into the Project.</p> <p><b>Construction Measures:</b></p> <ol style="list-style-type: none"> <li>1. Drive piles with a vibratory device instead of an impact hammer if feasible.</li> <li>2. Restrict pile driving of steel piles to the June 1 to November 30 work window, or as otherwise recommended by NMFS (driving of concrete piles would not be subject to this condition).</li> <li>3. If steel piles must be driven with an impact hammer, an air curtain shall be installed to disrupt sound wave propagation, or the area around the piles being driven shall be dewatered using a cofferdam. The goal of either measure is to disrupt the sound wave as it moves from water into air.</li> <li>4. If an air curtain is used, a qualified biologist shall monitor pile driving to ensure that the air curtain is functioning properly and Project-generated sound waves do not exceed the threshold of 180-decibels generating 1 micropascal (as established by NMFS guidelines). This shall require monitoring of in-water sound waves during pile driving.</li> <li>5. Unless the area around the piles is dewatered during pile driving, a qualified biologist shall be present during pile driving of steel piles to monitor the work area for marine mammals. Driving of steel piles shall cease if a marine mammal approaches within 250 feet of the work area or until the animal leaves the work area of its own accord.</li> </ol>	
<p><b>Impact BI-10a</b> Construction of the Candlestick Point would require the removal of hard substrates (riprap) used by native oysters, but would not have a substantial adverse effect, either directly or through habitat modifications, on this species.</p>	LTS		LTS
<p><b>Impact BI-10b</b> Construction at HPS Phase II would require removal of hard substrates (docks, riprap, seawalls, pilings, etc) used by native oysters, but</p>	LTS	<p>No mitigation is required.</p>	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>would not have a substantial adverse effect, either directly or through habitat modifications, on this species.</p>			
<p><b>Impact BI-10c</b> Construction of the Yosemite Slough bridge may require removal of hard substrates (docks, riprap, seawalls, pilings, etc) used by native oysters, but would not have a substantial adverse effect, either directly or through habitat modifications, on this species.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact BI-11a</b> Construction at Candlestick Point would not have a substantial adverse effect on designated critical habitat for green sturgeon and Central California Coast steelhead, and would not result in impacts to individuals of these species as well as Chinook salmon and longfin smelt through disturbance and loss of aquatic and mudflat habitat as a result of construction of shoreline revetments.</p>	PS	MM BI 4a.1 and MM BI 4a.2 would apply to this impact.	LTS/IM
<p><b>Impact BI-11b</b> Construction at HPS Phase II would not have a substantial adverse effect on designated critical habitat for green sturgeon and Central California Coast steelhead, and would not result in impacts to individuals of these species as well as Chinook salmon and longfin smelt through temporary</p>	PS	MM BI 4a.1 and MM BI 4a.2 would apply to this impact.	LTS/IM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>and permanent disturbance of aquatic and mudflat habitat during construction of shoreline revetments.</p>			
<p><b>Impact BI-11c</b> Construction of the Yosemite Slough bridge would not have a substantial adverse effect on designated critical habitat for green sturgeon and Central California Coast steelhead through permanent and temporary impacts to aquatic and mudflat foraging habitat.</p>	<p><b>PS</b></p>	<p><b>MM BI 4a.1</b> and <b>MM BI 4a.2</b> would apply to this impact.</p>	<p><b>LTSIM</b></p>
<p><b>Impact BI-12a</b> Construction at Candlestick Point would not have a substantial adverse effect on designated essential fish habitat through (EFH) or result in a substantial change in total available essential fish habitat through placement of riprap and other fill or through temporary water-quality impacts during construction. EFH is a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.</p>	<p><b>PS</b></p>	<p><b>MM BI-12a.1</b> <u>Seasonal Restrictions on In-Water Work</u>. In-water work when juvenile salmonids are moving through the estuary on the way to the ocean or when groundfish and prey species could be directly impacted shall be avoided. Because steelhead are potentially present, the allowed dredge window for this area of the San Francisco Bay is June 1 through November 30. All in-water construction shall occur during this window. If completion of in-water work within this period is not feasible due to scheduling issues, new timing guidelines that shall be established and submitted to NMFS and CDFG for review and approval.</p> <p><b>MM BI-12a.2</b> <u>Worker Training</u>. Personnel involved in in-water construction and deconstruction activities shall be trained by a qualified biologist (experienced in construction monitoring, as approved by the City/Agency) in the importance of the marine environment to special-status fish, birds, and marine mammals and the environmental protection measures put in place to prevent impacts to these species, their habitats, and Essential Fish Habitat. The training shall include, at a minimum, the following:</p> <ul style="list-style-type: none"> <li>■ A review of the special-status fish, birds, and marine mammals and sensitive habitats that could be found in work areas</li> <li>■ Measures to avoid and minimize adverse effects to special-status fish, birds, marine mammals, their habitats, and Essential Fish Habitat</li> <li>■ A review of all conditions and requirements of environmental permits, reports, and plans (i.e., USACE permits)</li> </ul>	<p><b>LTSIM</b></p>
<p><b>Impact BI-12b</b> Construction at HPS Phase II would not have a</p>	<p><b>PS</b></p>	<p><b>MM BI-4a.1</b> and <b>MM BI-4a.2</b> would also apply to this impact.</p> <p><b>MM BI-12b.1</b> <u>Essential Fish Habitat Avoidance and Minimization Measures</u>. The following mitigation measures have been adapted from Amendment 11 of the West Coast Groundfish Plan<sup>6</sup> and Appendix A of the Pacific</p>	<p><b>LTSIM</b></p>

<sup>6</sup> PPMC 1998. Essential Fish Habitat – West Coast Groundfish, Amendment 11.

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Level of Significance Prior to Mitigation
substantial adverse effect on designated essential fish habitat through (EFH) through placement of riprap and other fill, or through temporary water-quality impacts during construction. EFH is a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.	Level of Significance After Mitigation
	Mitigation Measure(s) and/or Project Requirements
	<p>Coast Salmon Plan.<sup>7</sup> Incorporation of the following, or equivalent mitigation as otherwise required by the USACE or NMFS, would reduce the impacts to Essential Fish Habitat (EFH) to a level considered less than significant. Unless modified by the federal permitting agencies (NMFS or USACE), these measures shall be implemented during construction by the Project Applicant. Any reporting required shall be specified in the USACE permits and reports shall be submitted to the USACE and NMFS.</p> <ul style="list-style-type: none"> <li>■ If dredging is required, permits will be obtained through the Dredged Material Management Office (DMMO) process, and the following mitigation from the Long-Term Management Strategy (LTMS) shall be implemented: <ul style="list-style-type: none"> <li>&gt; Dredging shall avoid areas with submerged aquatic vegetation (eelgrass beds or other EFH areas of particular concern) especially where the action could affect groundfish, prey of outmigrating juvenile salmon or groundfish, larval marine species, or habitat for native oysters</li> <li>&gt; Sediments shall be tested for contaminants as per EPA and USACE requirements. Contaminated sediments shall be disposed of in accordance with EPA and USACE guidelines</li> <li>&gt; Slopes of the dredged area shall be gradual enough so that sloughing is unlikely to occur. Verification of these conditions shall be achieved through follow-up bathymetric surveys</li> <li>&gt; To minimize turbidity and potential resuspension of contaminated sediments, dredging shall use suction equipment, or similar equipment, when feasible. Where an equipment type may generate significant turbidity (i.e., clamshell), dredging shall be conducted using adequate engineering and best management practices to control turbidity. These include, but are not limited to, sediment curtains and tidal work windows.</li> </ul> </li> <li>■ All construction equipment used in conjunction with in-water work (pipelines, barges, cranes, etc.) shall avoid wetlands, marshes, and areas of subaquatic vegetation (including eelgrass beds)</li> <li>■ Upland disposal options shall be considered for all spoils generated by on-site construction, especially if high levels of contaminants are present</li> <li>■ Maximize the use of clean dredged material for beneficial use opportunities, such as salt marsh restoration</li> <li>■ Use Best Management Practices (BMPs) for controlling pollution from marina operations, boatyards, and fueling facilities that meet, as applicable, the BMPs listed in the National Management Measures to Control Nonpoint Source Pollution from Marinas and Recreational Boating<sup>8</sup></li> </ul> <p><b>MM BI-12b.2</b> Deconstruction/Construction Debris Recovery. A Seafood Debris Minimization and Removal Plan shall be prepared by the Project Applicant and approved by the City/Agency, prior to initiation of in-water deconstruction (dismantling) or construction activities. The Plan shall be implemented during in-water</p>

<sup>7</sup> PFMC 1999. Appendix A: Identification and description of Essential Fish Habitat, Adverse Impacts, and Recommended Conservation Measures for Salmon. *In* Pacific Coast Salmon Plan (1997) as amended through Amendment 14. Website: <http://www.pconcl.org/salmon/salmp/a14.html>.

<sup>8</sup> National Management Measures to Control Nonpoint Source Pollution from Marinas and Recreational Boating. EPA 841-B-01-005, November 2001.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>deconstruction or construction activities, and such activities shall be monitored by a qualified biologist who is experienced in construction monitoring (as approved by the City/Agency). The Seafoor Debris Minimization and Removal Plan shall include, at a minimum:</p> <ul style="list-style-type: none"> <li>■ Debris field boundaries associated with deconstruction activities</li> <li>■ Identification of measures taken to minimize the potential for debris to fall into aquatic habitats (i.e., the use of netting below in-water construction or deconstruction areas)</li> <li>■ Deconstruction equipment, tools, pipes, plings, and other materials or debris that are inadvertently dropped into the Bay, along with their descriptions and locations</li> <li>■ Circumstances requiring immediate cessation of deconstruction activities and immediate initiation of search and recovery efforts, including procedures for implementing those recovery efforts</li> <li>■ How lost debris that is to be removed post-deconstruction is to be identified, who will be conducting search and recovery operations, and the survey methods to be employed to locate lost equipment and materials</li> <li>■ Criteria that will be used to:</li> <li>■ Determine whether recovery efforts are appropriate for the object being recovered and do not result in potential environmental impairment greater than if the debris was allowed to remain in place</li> <li>■ When sufficient effort has been expended to recover a lost object(s) with no success and continued efforts to recover the seafoor debris have diminishing potential for success and/or result in environmental impairment greater than leaving the debris in place</li> <li>■ Person(s) responsible for implementing the Plan and making the determination on the type of recovery required</li> <li>■ How debris is to be disposed of or recycled</li> <li>■ Metrics for determining when recovery efforts will be considered complete</li> </ul> <p>Following completion of all post deconstruction recovery efforts for seafoor debris, a report shall be prepared by the Project Applicant and submitted to the City/Agency detailing, at a minimum, (1) recovery activities during deconstruction and post-deconstruction, (2) listings of all lost and recovered debris, (3) final disposition of recovered debris, and (4) discussion of what debris could not be recovered and why.</p> <p><b>MMBI-4a.1, MM BI-4a.2, MM BI-5b.1, MM BI-5b.2, MM BI-5b.3, MM BI-5b.4, MM BI-12a.1, and MM BI-12a.2</b> would also apply to this impact.</p>	
<p><b>Impact BI-12c</b> Construction of the Yosemite Slough bridge would not have a substantial adverse effect on designated essential fish habitat through (EFH) through placement of riprap and other fill, or through</p>	<p><b>PS</b></p>		<p><b>LTS/MS</b></p>



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>temporary water-quality impacts during construction. EFH is a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.</p>	LTS	<p><b>Impact BI-13a</b> Construction at Candlestick Point would not interfere substantially with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridor, or impede the use of native wildlife nursery sites.</p>	LTS
<p><b>Impact BI-13b</b> Construction at HPS Phase II and construction of the Yosemite Slough bridge would not interfere substantially with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, but it could impede the use of native wildlife nursery sites.</p>	PS	<p><b>MM BI-5b.1</b> through <b>MM BI-5b.4</b> would apply to this impact.</p>	LTS/IM
<p><b>Impact BI-14a</b> Construction at Candlestick Point would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	PS	<p><b>MM BI-14a</b> Preservation and Replacement of Significant Trees, and Preservation and Planting of Street Trees. Construction activities outside of the Department of Public Works (DPW) jurisdiction could result in the disturbance or removal of a large number of trees. To minimize this impact, the following measures shall be implemented by the Project Applicant in these areas:</p> <ol style="list-style-type: none"> <li>1. Avoidance of the removal of trees that meet the size specifications of significant trees in the Public Works Code Article 16 shall occur to the maximum extent feasible, and any such trees that are removed shall be replaced at a minimum of 1:1 (1 impacted:1 replaced). The species used for replacement shall be consistent with DPW recommendations.</li> <li>2. Street trees shall be planted in all new development areas. The species, size, and locations shall be consistent with the requirements specified in Planning Code Section 143, including, but not limited to, the</li> </ol>	LTS/IM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact BI-14b</b> Construction at HPS Phase II and Yosemite Slough bridge would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	PS	<p>following:</p> <ol style="list-style-type: none"> <li>a) The street trees installed shall be a minimum of one 24-inch box tree for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Such trees shall be located either within a setback area on the lot or within the public right-of-way along such lot.</li> <li>b) The species of trees selected shall be suitable for the site, and, in the case of trees installed in the public right-of-way, the species and locations shall be subject to the approval by the DPW. Procedures and other requirements for the installation, maintenance, and protection of trees in the public right-of-way shall be as set forth in Public Works Code Article 16.</li> <li>3. If a significant tree or street tree will not be removed, but construction activities will occur within the dripline of such trees, a Tree Protection Plan shall be prepared by an International Society of Arboriculture (ISA) certified arborist, in accordance with the Urban Forestry Ordinance. This plan shall be submitted to the Planning Department for review and approval prior to issuance of a demolition or building permit. The Tree Protection Plan shall include measures to protect all parts of a tree from disturbance during construction, and may include the following:               <ol style="list-style-type: none"> <li>a) A site plan with tree species, trunk location, trunk diameter at breast height, and the canopy dripline area within development</li> <li>b) The use of protective fencing to establish an area to be left undisturbed during construction</li> <li>c) Protection specifications, including construction specifications such as boring instead of trenching for utility lines, or tree specifications such as drainage, fertilization, or irrigation measures</li> <li>d) Pruning specifications, if needed, to preserve the health of the tree and allow construction to proceed</li> </ol> </li> </ol> <p>Implementation of <b>MM BI-7b</b> would be beneficial to protected trees.</p>	LTS/M
<p><b>Impact BI-15a</b> Construction within the shoreline or Bay at Candlestick Point would not result in the disturbance of contaminated soil or the re-suspension of contaminated</p>	NI	<p>No mitigation is required.</p>	NI

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p><b>Impact BI-15b</b> Construction within the shoreline or Bay at HPS Phase II would not result in the disturbance of contaminated soil or the re-suspension of contaminated sediments.</p>	<b>PS</b>	<b>MM HZ-10b, MM HY-1a.1, and MM HY-1a.2</b> would apply to this impact.	<b>LTS/IM</b>
<p><b>Impact BI-16a</b> Implementation of the Project at Candlestick Point would not 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 CDFG or USFWS or interfere substantially with the movement of any native resident or migratory fish, or impede the use of native wildlife nursery sites.</p>	<b>LTS</b>	No mitigation is required. Implementation of <b>MM BI-7b</b> would be beneficial to terrestrial biological resources.	<b>LTS</b>
<p><b>Impact BI-16b</b> Implementation of the Project at HPS Phase II, including operation of the proposed marina, would not have a substantial adverse effect, either directly or through habitat modifications, on aquatic species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS or interfere substantially with the movement of any native resident or migratory fish or wildlife species</p>	<b>LTS</b>	No mitigation is required. Implementation of <b>MM BI-7b</b> would be beneficial to terrestrial biological resources.	<b>LTS</b>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.			
<b>Impact BI-17a</b> Implementation of the Project at Candlestick Point would not have a substantial adverse effect, either directly or through habitat modifications, on nesting American peregrine falcons, identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	NI	No mitigation is required.	NI
<b>Impact BI-17b</b> Implementation of the Project at HPS Phase II would not have a substantial adverse effect, either directly or through habitat modifications, on nesting American peregrine falcons, identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	NI	No mitigation is required.	NI
<b>Impact BI-18a</b> Implementation of the Project at Candlestick Point would not have a substantial adverse effect, either directly or through habitat modifications, on aquatic species identified as a candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the CDFG or USFWS, or have a substantial adverse effect on	NI	No mitigation is required.	NI

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures		Level of Significance After Mitigation
Impact(s)	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
designated EFH, a sensitive natural community identified in local or regional plans, policies, and regulations or by the NMFS.		
<b>Impact BI-18b</b> Implementation of the marina in HPS Phase II would require routine maintenance dredging of the marina, which could remove habitat or generate substantial increases in turbidity within the marina, but would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the CDFG or USFWS, or have a substantial adverse effect on designated EFH, a sensitive natural community identified in local or regional plans, policies, and regulations or by the NMFS.	<p><b>MM BI-18b.1</b> Maintenance Dredging and Turbidity Minimization Measures for the Operation of the Marina. Maintenance dredging for the marina could remove or generate sediment plumes that could impact special-status species, their habitats, and Essential Fish Habitat (EFH). To minimize this effect, the following measures shall be implemented by the Project Applicant:</p> <ol style="list-style-type: none"> <li>1. Conduct a detailed survey for native oysters in all suitable substrates within the marina, which includes the area between the land and breakwaters, after construction of the new breakwaters. This survey shall be conducted by a qualified oyster biologist at low tides that expose the maximum amount of substrate possible. Surveys can be conducted at any time of year, but late summer and early fall are optimal because newly settled oysters are detectable. This survey shall occur before any construction within the proposed marina location takes place to establish a baseline condition. If few or no oysters are observed on hard substrates that would remain in place after dredging, no further mitigation is required.</li> <li>2. If oysters are found at densities at or above 90 oysters per square meter<sup>9</sup> on suitable oyster-settlement substrates that would be removed or in areas where dredging sediment could settle out onto the oysters, a detailed sediment plume modeling study of the proposed marina operation shall be conducted to determine if the operations and maintenance of the marina would generate a substantial plume of sediment. This model shall include the local bathymetry and sediment information, tidal data, and detailed marina information (number and types of boats, etc). The model shall be prepared by a qualified harbor engineer (as approved by the City/Agency) with direct experience in this type of work within San Francisco Bay, prior to issuance of any permits for the construction of features directly associated with the marina. A report documenting modeling methods, input data, assumptions, results, and implications for increased rates of sedimentation shall be prepared and provided to NMFS during the USACE-directed Section 7 and EFH consultation for the marina. If the model demonstrates minimal sediment resuspension that would settle out before reaching sensitive habitats, no further mitigation is required.</li> <li>3. If the sediment plume reaches sensitive shoreline habitats (substrates that support native oysters), compensatory mitigation shall be provided by the Project Applicant at a ratio recommended by NMFS for the type of habitat adversely affected. The Project Applicant shall retain a qualified oyster biologist (as approved by the City/Agency) to develop an Oyster Restoration Plan that shall be reviewed and approved by the City/Agency. This Plan shall include site selection, substrate installation, and monitoring procedures, and include the following components (unless otherwise modified by NMFS):</li> </ol>	PS
		LTSIM

<sup>9</sup> MACTEC Engineering and Consulting, Inc. 2008. *Oyster Point Marina Olympia Oyster Surveys Pre- and Post-Dredging February 2008, Oyster Point Marina, South San Francisco, California*. Prepared for PBS&J; Obernolte. 2009. Personal communication between MACTEC and PBS&J.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>■ A suitable site for installation of replacement substrate would be one with adequate daily tidal flow, a location that would not be affected by maintenance dredging or other routine marina maintenance activities, and one that is lacking in appropriate settlement substrate. A location outside of the new breakwaters or in association with any eelgrass mitigation sites would be appropriate.</li> <li>■ Although oysters would settle on a variety of materials, the most appropriate for restoration purposes is oyster shell. This is typically installed by placing the shell into mesh bags that can then be placed in piles on the seafloor of the mitigation site. Enough shell shall be installed under the guidance of a qualified oyster biologist to make up for the loss attributable to the Project. Mitigation shall occur after construction of all in-water elements of the Project within HPS Phase II.</li> <li>■ The restoration site shall be monitored on a regular basis by a qualified oyster biologist for a minimum of two years, or until success criteria are achieved if they are not achieved within two years. Monitoring shall involve routine checks (bi-monthly during the winter and monthly during the spring and summer) to evaluate settlement, growth, and survival on the mitigation site. Success shall be determined to have been achieved when settlement and survival rates for oysters are not statistically significantly different between the mitigation site and either populations being impacted (if data are available) or nearby established populations (i.e., Oyster Point Marina).</li> </ul>	
		<p><b>MM BI-18b.2</b> <u>Implement BMPs to Reduce Impacts of Dredging To Water Quality.</u> BMPs established in Appendix I of the Long-Term Management Strategy (LTMS) for management of disposal of dredge material in San Francisco Bay are designed specifically to minimize spread of contaminants Long-Term Management Strategy (LTMS) outside of dredge areas. All of these elements of the LTMS shall be applied to any proposed dredging or construction activities associated with the Project unless otherwise modified by the USACE, BCDC, or SFRWQCB in permit conditions associated with the proposed dredging activities associated with this Project (same as MM BI-19b.2).</p>	NI
<p><b>Impact BI-19a</b> Implementation of the Project at Candlestick Point would not result in impacts to aquatic organisms through the re-suspension of contaminated sediments.</p>	NI		NI
<p><b>Impact BI-19b</b> Implementation of the marina in HPS Phase II would not have a substantial adverse effect, either directly or</p>	PS	<p><b>MM BI-19b.1</b> <u>Work Windows to Reduce Maintenance Dredging Impacts to Fish during Operation of the Marina.</u> According to the Long-Term Management Strategy (LTMS), dredging Projects that occur during the designated work windows do not need to consult with NMFS under the federal <i>Endangered Species Act (FESA)</i>.<sup>10</sup> The window in which dredging is allowed for the protection of steelhead in the central Bay is June 1 to November 30.</p>	LTSIM

<sup>10</sup> US Army Corps of Engineers, US Environmental Protection Agency, San Francisco Bay Conservation and Implementation Commission, and San Francisco Bay Regional Water Quality Control Board. Long-term Management Strategy for the Placement of Dredge Material in the San Francisco Bay, Management Plan 2001.



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Mitigation Measure(s) and/or Project Requirements
Level of Significance Prior to Mitigation	Level of Significance After Mitigation
<p>through habitat modifications, on sensitive aquatic species, identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS, or have a substantial adverse effect on designated EFH, a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS, or have a substantial effect on predators that prey on contaminated species or feed on contaminated substrates as a result of routine maintenance dredging or could generate routine increases in turbidity within the marina that would result in the re-suspension of contaminated sediments.</p>	<p>The spawning season for the Pacific herring is March 1 to November 30.<sup>11</sup> Therefore, the window that shall be applied to minimize impacts to sensitive fish species (during which dredging activities cannot occur) is March 1 to November 30.</p> <p><b>MM BI-19b.2</b> Implement BMPs to Reduce Impacts of Dredging To Water Quality. BMPs established in Appendix I of the Long-Term Management Strategy (L.TMS) are designed specifically to minimize spread of contaminants outside of dredge areas. All of these elements of the LTMS shall be applied to any proposed dredging or construction activities associated with the Project unless otherwise modified by the USACE, BCDC, or the San Francisco Bay Regional Water Quality Control Board in permit conditions associated with the proposed dredging activities associated with this Project (same as MM BI-18b.2).</p>
<p><b>Impact BI-20a</b> Implementation of the Project at Candlestick Point would not interfere substantially with the movement of resident or migratory bird species by increasing collision hazards and the amount of artificial lighting.</p>	<p><b>MM BI-20a.1</b> Lighting Measures to Reduce Impacts to Birds. During design of any building greater than 100 feet tall, the Project Applicant and architect shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues (as approved by the City/Agency) to identify lighting-related measures to minimize the effects of the building's lighting on birds. Such measures, which may include the following and/or other measures, will be incorporated into the building's design and operation.</p> <ul style="list-style-type: none"> <li>■ Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams.</li> <li>■ Install shields onto light sources not necessary for air traffic to direct light towards the ground.</li> <li>■ Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.</li> <li>■ When interior or exterior lights must be left on at night, the developer and/or operator of the buildings shall</li> </ul>
	<p><b>PS</b></p>
	<p><b>LTS/M</b></p>

<sup>11</sup> US Army Corps of Engineers, US Environmental Protection Agency, San Francisco Bay Conservation and Implementation Commission, and San Francisco Bay Regional Water Quality Control Board. Long-term Management Strategy for the Placement of Dredge Material in the San Francisco Bay, Management Plan 2001; Appendix F.

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:</p> <ul style="list-style-type: none"> <li>&gt; Installing motion-sensitive lighting.</li> <li>&gt; Using desk lamps and task lighting.</li> <li>&gt; Reprogramming timers.</li> <li>&gt; Use of lower-intensity lighting.</li> </ul> <ul style="list-style-type: none"> <li>■ Windows or window treatments that reduce transmission of light out of the building will be implemented to the extent feasible.</li> <li>■ Educational materials will be provided to building occupants encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing drapes and blinds at night.</li> <li>■ A report of the lighting alternatives considered and adopted shall be provided to the City/Agency for review and approval prior to construction. The City/Agency shall ensure that lighting-related measures to reduce the risk of bird collisions have been incorporated into the design of such buildings to the extent practicable.</li> </ul> <p><b>MM BI-20a.2</b> Building Design Measures to Minimize Bird Strike Risk. During design of any building greater than 100 feet tall, the Project Applicant and architect will consult with a qualified biologist experienced with bird strikes and building/lighting design issues (as approved by the City/Agency) to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, will be incorporated into the building's design.</p> <ul style="list-style-type: none"> <li>■ Use non-reflective tinted glass.</li> <li>■ Use window films to make windows visible to birds from the outside.</li> <li>■ Use external surfaces/designs that "break up" reflective surfaces.</li> <li>■ Place bird attractants, such as bird feeders and baths, at least 3 feet and preferably 30 feet or more from windows in order to reduce collision mortality.</li> </ul> <p>A report of the design measures considered and adopted shall be provided to the City/Agency for review and approval prior to construction. The City/Agency shall ensure that building design-related measures to reduce the risk of bird collisions have been incorporated to the extent practicable.</p>	
<b>Impact BI-20b</b> Implementation of the Project at HPS Phase II would not interfere substantially with the movement of resident or migratory bird species by increasing collision hazards and the amount of artificial lighting.	PS	<p><b>MM BI-20a.1</b> and <b>MM BI-20a.2</b> would apply to this impact.</p>	LTS/M
<b>Impact BI-21a</b> Implementation of	PS	<p><b>MM BI-14a</b> would apply to this impact.</p>	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
the Project at Candlestick Point would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.			
<b>Impact BI-21b</b> Implementation of the Project at HPS Phase II would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	PS	MM BI-14a would apply to this impact.	LTSIM
<b>Impact BI-22</b> Implementation of the Project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, by the CDFG, USFWS, or NMFS.	PS	MM BI-4a.1, MM BI-4a.2, MM BI-5b.1 through MM BI-6a.1, MM BI-6a.2, MM BI-6b, MM BI-7b, MM BI-9b, MM BI-18b.1, and MM BI-18b.2 would apply to this impact.	LTSIM
<b>Impact BI-23</b> Implementation of the Project would not have a substantial adverse effect on sensitive natural communities identified in local or regional plans, policies, or regulations by the CDFG, USFWS, or NMFS.	PS	MM BI-5b.1 through MI-BI-5b.4, MM BI-12a.1, MM BI-12a.2, MM BI-12b.1, MM BI-12b.2, MM BI-18b.1, and MM BI-19b.2 would apply to this impact.	LTSIM
<b>Impact BI-24</b> Implementation of the Project would not have a substantial adverse effect on federally protected wetlands and other waters as defined by Section 404 of the <i>Clean Water Act</i> (including, but not limited to, marsh, coastal, etc.) through direct	PS	MM BI-4a.1 and MM BI-4a.2 would apply to this impact.	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
removal, filling, hydrological interruption, or other means.			
<b>Impact BI-25</b> Implementation of the Project would not interfere substantially with the movement of 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 site.	PS	MM BI-5b.1 through MM BI-5b.4, MM BI-20a.1, and MM BI-20a.2 would apply to this impact.	LTSIM
<b>Impact BI-26</b> Implementation of the Project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	PS	MM BI-14a would apply to this impact. Implementation of MM BI-7b would be beneficial to protected trees.	LTSIM
<b>SECTION III.O (PUBLIC SERVICES)</b>			
<b>Impact PS-1</b> Construction activities associated with the Project would not result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.	PS	MM PS-1 <u>Site Security Measures During Construction</u> . During site preparation and in advance of construction of individual buildings, fencing, screening, and security lighting shall be provided by the Project Applicant. During non-construction hours the site must be secured and locked, and ample security lighting shall be provided. MM TR-1 would also apply to this impact.	LTSIM
<b>Impact PS-2</b> Implementation of the Project would not result in a need for new or physically altered facilities beyond those included as part of this Project in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.	Varies	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies
<b>Impact PS-3</b> Construction activities associated with the Project would not result in a need for new or physically	PS	MM TR-1 would apply to this impact.	LTSIM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
altered facilities in order to maintain acceptable response times for fire protection and emergency medical services.			
<b>Impact PS-4</b> Implementation of the Project would not result in a need for new or physically altered facilities beyond those included as part of this Project in order to maintain acceptable response times for fire protection and emergency medical services.	<b>Varies</b>	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	<b>Varies</b>
<b>Impact PS-5</b> Construction activities associated with the Project would not affect the provision of school services by decreasing access to school services.	<b>NI</b>	No mitigation is required.	<b>NI</b>
<b>Impact PS-6</b> New students associated with implementation of the Project would not require new or expanded school facilities, the construction of which could result in substantial adverse impacts.	<b>LTS</b>	No mitigation is required.	<b>LTS</b>
<b>Impact PS-7</b> Construction activities associated with the Project would not affect provision of school services by decreasing access to library services.	<b>NI</b>	No mitigation is required.	<b>NI</b>
<b>Impact PS-8</b> Implementation of the Project would not result in an increase in demand for library services that is not met by existing library facilities in the vicinity that have been expanded or updated.	<b>LTS</b>	No mitigation is required.	<b>LTS</b>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<b>SECTION III.P (RECREATION)</b>			
<p><b>Impact RE-1</b> Construction of the parks, recreational uses, and open space proposed by the Project would not result in substantial adverse physical environmental impacts beyond those analyzed and disclosed in this EIR.</p>	Varies	<p>Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources and Paleontological Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.</p>	Varies
<p><b>Impact RE-2</b> Implementation of the Project would not increase the use of existing parks and recreational facilities that would cause the substantial physical deterioration of the facilities to occur or to be accelerated, nor would it result in the need for, new or physically altered park or recreational facilities.</p>	PS	<p><b>MM RE-2</b> Phasing of parkland with respect to residential and/or employment generating uses. Development of the Project and associated parkland shall generally proceed in four phases, as illustrated by Figure II-16 (Proposed Site Preparation Schedule) of Chapter II (Project Description) of this EIR. To ensure that within each phase parks and population increase substantially concurrently, development shall be scheduled such that adequate parkland is constructed and operational when residential and employment-generating uses are occupied. The following standards shall be met:</p> <ul style="list-style-type: none"> <li>■ No project development shall be granted a temporary certificate of occupancy if the City determines that the new population associated with that development would result in a parkland-to-population ratio within the Project site lower than 5.5 acres per 1,000 residents/population, as calculated by the Agency.</li> <li>■ For the purposes of this mitigation measure, in order for a park to be considered in the parkland-to-population ratio, the Agency must determine that within 12 months of the issuance of the temporary certificate of occupancy, it will be fully constructed and operational, and, if applicable, operation and maintenance funding will be provided to the Agency.</li> </ul>	LTS/MS
<p><b>Impact RE-3</b> Implementation of the Project would decrease the size of CPSRA but would not, overall, adversely affect on the recreational opportunities offered by that park, nor would it substantially adversely affect windsurfing opportunities at the Project site.</p>	LTS	<p>No mitigation is required.</p>	LTS
<p><b>Impact UT-1</b> Implementation of the Project would not require water supplies in excess of existing entitlements or result in the need for</p>	LTS	<p>No mitigation is required.</p>	LTS
<b>SECTION III.Q (UTILITIES)</b>			



Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures	
Impact(s)	Level of Significance Prior to Mitigation
new or expanded entitlements.	
<b>Impact UT-2</b> Implementation of the Project would not require or result in the construction of new or expanded water treatment facilities. The Project would require the expansion of an auxiliary water conveyance system to provide adequate water supply for firefighting to the Project site.	PS
<b>Impact UT-3</b> Implementation of the Project would not require expansion of existing off-site wastewater conveyance or treatment facilities.	PS
<b>Impact UT-3a</b> Implementation of the Project at Candlestick Point would not require expansion of existing off-site wastewater conveyance facilities.	PS
<b>Impact UT-3b</b> Implementation of the Project at HPS Phase II would not require expansion of existing off-site wastewater conveyance facilities.	PS
<b>Impact UT-4</b> Implementation of the Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	LTS
<b>Impact UT-5</b> Construction activities associated with the Project, including demolition of existing facilities, would not generate construction-related	PS
<b>MM UT-2</b> Auxiliary Water Supply System. Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) loop within Candlestick Point to connect to the planned extension of the off-site system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS loop on HPS Phase II to connect to the existing system at Earl Street and Innes Avenue and at Palou and Griffith Avenues, with looped service along Spear Avenue/Crisp Road.	LTSIM
<b>MM UT-3a</b> would apply to this impact.	LTSIM
<b>MM UT-3a</b> <u>Wet-Weather Wastewater Handling</u> . Prior to approval of the Project's wastewater infrastructure construction documents for any new development, the Project Applicant shall demonstrate to the San Francisco Public Utilities Commission (SFPUC), in writing, that there will be no net increase in wastewater discharges during wet-weather conditions from within the Project Area boundary to the Bayside System compared to pre-Project discharges. This may be accomplished through a variety of means, including, but not limited to: <ul style="list-style-type: none"> <li>■ Temporary on-site retention or detention of flows to the system</li> <li>■ Separation of all or a portion of the stormwater and wastewater system at Candlestick Point</li> </ul>	LTSIM
<b>MM UT-3a</b> would apply to this impact.	LTSIM
No mitigation is required.	LTS
<b>MM UT-5a</b> would apply to this impact.	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>solid waste that would exceed the capacity of landfills serving the City and County of San Francisco.</p>	PS	<p><b>MM UT-5a</b> <u>Construction Waste Diversion Plan</u>. The Project Applicant shall submit a Construction Waste Diversion Plan to the Director of the San Francisco Department of the Environment demonstrating a plan to divert at least 75 percent of or more of the total construction and demolition debris produced as the result of the Project (such as wood, metal, concrete, asphalt, and sheetrock) from landfill interment, which is required by the City's Green Building Ordinance. The Plan shall be submitted and approved by the Director of the San Francisco Department of the Environment before the issuance of building permits. This Plan shall include (1) identification of how much material resulting from demolition of existing facilities could be reused on site (e.g., existing asphalt and concrete could be removed, crushed, reconditioned, and reused as base material for new roadways and parking lots); (2) the extent to which materials could be sorted on site (e.g., through piecemeal demolition of selected facilities to extract recyclable materials), (3) the amount of material that would be transported to an off-site location for separation; and (4) the amount of materials that cannot be reused or recycled and would be interred at a landfill, such as the Altamont Landfill in Livermore.</p>	LTSIM
<p><b>Impact UT-5b</b> Construction at HPS Phase II, including demolition of existing facilities, would not generate construction-related solid waste that would exceed the capacity of landfills serving the City and County of San Francisco.</p>	PS	<p><b>MM UT-5a</b> would apply to this impact.</p>	LTSIM
<p><b>Impact UT-6</b> Construction activities associated with the Project would not require the disposal of hazardous wastes such as lead-based paint, asbestos, and contaminated soils that would exceed the capacity of transport, storage, and disposal facilities permitted to treat such waste.</p>	LTS	<p>No mitigation is required.</p>	LTS
<p><b>Impact UT-6a</b> Construction at Candlestick Point would not require the disposal of hazardous wastes such as lead-based paint,</p>	LTS	<p>No mitigation is required.</p>	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>asbestos, and contaminated soils that would exceed the capacity of transport, storage, and disposal facilities permitted to treat such waste.</p>			
<p><b>Impact UT-6b</b> Construction at HPS Phase II would not require the disposal of hazardous wastes such as lead-based paint, asbestos, and contaminated soils that would exceed the capacity of transport, storage, and disposal facilities permitted to treat such waste.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact UT-7</b> Implementation of the Project would not generate solid waste that would exceed the capacity of landfills serving the City and County of San Francisco.</p>	PS	MM UT-7a and MM UT-7a-1 would apply to this impact.	LTS/IM
<p><b>Impact UT-7a</b> Implementation of the Project at Candlestick Point would not generate solid waste that would exceed the capacity of landfills serving the City and County of San Francisco.</p>	PS	MM UT-7a Site Waste Management Plan. The Project Applicant shall prepare a Site Waste Management Plan (SWMP) in cooperation with the Agency to describe the methods by which the Project shall minimize waste generation not otherwise covered by existing City regulatory policies, with the goal of achieving a diversion rate of at least 72 percent, consistent with the City's existing diversion rate in 2008. The SWMP shall be submitted to the Department of Environment (DOE) for approval prior to the issuance of the first development permit for the Project.	LTS/IM
<p><b>Impact UT-7b</b> Implementation of the Project at HPS Phase II would not generate solid waste that would exceed the capacity of landfills serving the City and County of San Francisco.</p>	PS	MM UT-7a would apply to this impact.	LTS/IM
<p><b>Impact UT-8</b> Implementation of the Project would not generate hazardous waste that would exceed the permitted capacity of transport,</p>	LTS	No mitigation is required.	LTS

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures**

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
storage, and disposal facilities authorized to treat such waste.			
<b>Impact UT-8a</b> Implementation of the Project at Candlestick Point would not generate hazardous waste that would exceed the permitted capacity of transport, storage, and disposal facilities authorized to treat such waste.	LTS	No mitigation is required.	LTS
<b>Impact UT-8b</b> Implementation of the Project at HPS Phase II would not generate hazardous waste that would exceed the permitted capacity of transport, storage, and disposal facilities authorized to treat such waste.	LTS	No mitigation is required.	LTS
<b>Impact UT-9</b> Implementation of the Project would comply with federal, state, and local statutes and regulations related to solid waste.	PS	<b>MM UT-5a, MM UT-7a.1, and MM UT-7a.2</b> would apply to this impact.	LTSIM
<b>Impact UT-10</b> Implementation of the Project would not require extension of dry utility infrastructure that would exceed the capacity of the services providing such utilities.	LTS	No mitigation is required.	LTS
<b>SECTION III.R (ENERGY)</b>			
<b>Impact ME-1</b> Construction activities associated with the Project would not result in the use of large amounts of energy, or use energy in a wasteful manner.	LTS	No mitigation is required.	LTS
<b>Impact ME-2</b> Buildings constructed by the Project would not use large amounts of electricity in a wasteful	PS	<b>MM GC-2, MM GC -3, and MM GC-4</b> would apply to this impact.	LTSIM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>manner.</p> <p><b>Impact ME-3</b> Buildings constructed by the Project would not use large amounts of natural gas in a wasteful manner.</p> <p><b>Impact ME-4</b> Vehicle trips associated with the Project would not use large amounts of energy in a wasteful manner.</p>	<p>PS</p> <p>PS</p>	<p><b>MM GC-2</b> and <b>MM GC-3</b> would apply to this impact.</p> <p><b>MM TR-1</b> through <b>MM TR-5</b> would apply to this impact.</p>	<p>LTS/M</p> <p>LTS/M</p>
<b>SECTION III.S (GREENHOUSE GAS EMISSIONS)</b>			
<p><b>Impact GC-1</b> The Project would not result in a substantial contribution to global climate change by increasing GHG emissions in a manner that conflicts with the state goal of reducing GHG emissions in California to 1990 levels by 2020 (e.g., a substantial contribution to global climate change) or conflicts with San Francisco's Climate Action Plan by impeding implementation of the local GHG reduction goals established by the San Francisco 2008 Greenhouse Gas Reduction Ordinance.</p>	<p>PS</p>	<p><b>MM GC-1</b> Plant up to 10,000 net new trees at the Project site and in the community.</p> <p><b>MM GC-2</b> Exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards for homes and businesses would by at least 15 percent.</p> <p><b>MM GC-3</b> Install ENERGY STAR appliances, where appliances are offered by homebuilders.</p> <p><b>MM GC-4</b> Use light emitting diode (LED) based energy efficient street lighting.</p>	<p>LTS/M</p>

NI = No Impact  
 LTS = Less than Significant  
 LTS/M = Less than Significant with Mitigation  
 PS = Potentially Significant  
 S = Significant  
 SU = Significant and Unavoidable  
 SU/M = Significant and Unavoidable with Mitigation



# CANDLESTICK POINT–HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN PROJECT **Comments & Responses**

Volume IX: Comments & Responses (Letter 87 through Section G)

SAN FRANCISCO REDEVELOPMENT AGENCY  
File No. ER06.05.07

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT  
File No. 2007.0946E

State Clearinghouse No. 2007082168

**San Francisco Redevelopment Agency**  
One South Van Ness Avenue, Fifth Floor, San Francisco, California 94103  
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**City and County of San Francisco Planning Department**  
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**May 13, 2010**



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## F.1 Changes to Executive Summary

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**Pages ES-4 to ES-6, Table ES-1 (Major Project Approvals) has been revised**

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*[NOTE: This table has been revised in response to comments and as requested by staff to include additional information on Project approvals.]*

Table ES-1	Major Project Approvals [Revised]
...	
	<b>Redevelopment Agency Commission</b>
...	
	<ul style="list-style-type: none"><li>■ Approves Reports to the Board of Supervisors on the amendments to Redevelopment Plans</li></ul>
...	
	<ul style="list-style-type: none"><li>■ Approves land transfer agreements with Port Commission, State Lands Commission, and <u>California Department of Parks and Recreation (CDPR)</u></li></ul>
...	
...	
	<b>Bay Conservation and Development Commission</b>
	<ul style="list-style-type: none"><li>■ Approves amendments of the Bay Plan and Seaport Plan</li><li>■ Approves permits for activities within BCDC's jurisdiction, including the proposed Yosemite Slough bridge</li><li>■ <u>Reviews Project land use plan for federal consistency under the Coastal Zone Management Act for activities not previously authorized in Consistency Determination No. CN 1-99</u></li></ul>
...	
	<b>US Army Corps of Engineers</b>
	<ul style="list-style-type: none"><li>■ Approves permit for fill related to the Yosemite Slough bridge, shoreline improvements, and other activities-</li><li>■ <u>Consults with USFWS or NMFS regarding federally listed species prior to carrying out its discretionary authority under Section 404 of the CWA, pursuant to Section 7 of federal ESA</u></li><li>■ <u>Consults with NMFS regarding pile-driving and harbor seal and California sea lion prior to carrying out its discretionary authority under Section 404 of the CWA, pursuant to <i>Marine Mammal Protection Act</i></u></li><li>■ <u>Consults with NMFS regarding modifying designated EFH prior to carrying out its discretionary authority under Section 404 of the CWA, pursuant to the <i>Magnuson-Stevens Act</i></u></li></ul>
...	

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**Page ES-8, the following new text and tables have been added immediately preceding "Alternatives." Although this text is new, for readability, it is not underlined.**

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## PROJECT VARIANTS

Six variants of the Project were formulated by the Agency, the City, and Lennar Urban. These variants include the following:

- Variant 1: San Francisco 49ers move outside the project area (no football stadium constructed at HPS Phase II)—R&D Variant
- Variant 2: San Francisco 49ers move outside the project area (no football stadium constructed at HPS Phase II)—Housing Variant
- Variant 2A: San Francisco 49ers move outside the project area (no football stadium constructed at HPS Phase II)—Housing/R&D Variant

- Variant 3 (Tower Variants A, B, C, and D): Four Candlestick Point tower variants would have the same land use program and overall description as with the Project, but would have different locations and heights for residential towers at Candlestick Point
- Variant 4: A utilities variant would include an automated solid waste collection system, decentralized wastewater treatment, and district energy
- Variant 5: Shared stadium where both the San Francisco 49ers and Oakland Raiders would play at the stadium at HPS Phase II

Three variants (Variants 1, 2, and 2A) address the scenario of the San Francisco 49ers moving to the City of Santa Clara or elsewhere with no football stadium constructed at HPS Phase II. Each of those three variants includes a different land use program at the HPS Phase II site. Variant 1 (R&D Variant) would include increases in R&D space at the stadium location. Variant 2 (Housing Variant) would relocate 1,350 residential units from Candlestick Point to the stadium site. Variant 2A (Housing/R&D Variant) would relocate 1,650 housing units from Candlestick Point to the stadium site, and, in addition, includes an additional 500,000 sf of R&D compared to the Project (for a total of 3,000,000 sf of R&D); 500,000 sf of the total R&D for Variant 2A would be constructed on the stadium site along with the residential uses.

The Candlestick Point Tower Variant (Variant 3) would have the same land use program and overall description as the Project, but would have different locations, heights, and massing of residential towers at Candlestick Point (expressed as four options for this variant: Candlestick Point Tower Variant (Variant 3 [Tower Variants A, B, C, and D])).

A Utilities Variant (Variant 4) would include an automated solid waste collection system, decentralized wastewater treatment, and district energy. A 49ers/Raiders Shared Stadium Variant (Variant 5) would include the scenario of a shared stadium, where both the 49ers and Oakland Raiders would play at a new stadium at HPS Phase II.

None of the variants would alter the Project Objectives, which are provided in detail in Chapter II (Project Description) of this EIR. The variants are analyzed at a project level of detail, which is equal to the Project analysis included in Chapter III (Environmental Setting, Impacts, and Mitigation Measures), Section III.A through Section III.S of this EIR. The environmental impacts that would result from implementation of the variants are presented following the description of each variant. A comparison of the variant development programs to the Project is presented in Table ES-1a (Comparison of Variants to the Project). Table ES-1b (Impact Comparison of Project Variants) summarizes the effects of the Variants compared to the Project.



[NOTE: New Table ES-1a and Table ES-1b have been inserted in the Executive Summary of the EIR to provide a summarized comparison of the variants to the Project.]

**Table ES-1a Comparison of Variants to the Project [New]**

Differences	Project	Variant 1:	Variant 2:	Variant 2A:	Variant 3:	Variant 4:	Variant 5:
		R&D Variant (No Stadium, Additional R&D)	Housing Variant (No Stadium, Housing)	Housing/ R&D Variant (No Stadium)	Candlestick Point Tower Variants (Different Tower Heights and Locations, Larger Floor Plates)	Utilities Variant (Additional On-Site Infrastructure)	49ers/Raiders Shared Stadium
<b>Land Use Plan</b>							
Residential (units)—Candlestick Point	7,850	7,850	6,500	6,225 <sup>a</sup>	7,850	7,850	7,850
Residential (units)—Hunters Point Phase II	2,650	2,650	4,000	4,275 <sup>a</sup>	2,650	2,650	2,650
Office	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Research & Development (gsf)	2,500,000	5,000,000	2,500,000	3,000,000	2,500,000	2,500,000	2,500,000
Regional Retail	635,000	635,000	635,000	635,000	635,000	635,000	635,000
Neighborhood Retail	250,000	250,000	250,000	250,000	250,000	250,000	425,250,000
Tower Floor Plates	10,000 sf	10,000 sf	10,000 sf	10,000 sf	12,500 sf	N/A	N/A
Football Stadium (seats)	69,000 Stadium built by 2017	0	0	0	69,000 Stadium built by 2017	69,000 Stadium built by 2017	69,000 Shared stadium with 49ers and Oakland Raiders Stadium site built by 2017
Yosemite Slough Bridge	Auto/BRT/Ped	BRT/Ped	BRT/Ped	BRT/Ped	Auto/BRT/Ped	Auto/BRT/Ped	Auto/BRT/Ped

**Table ES-1a Comparison of Variants to the Project [New]**

Differences	Project	Variant 1:	Variant 2:	Variant 2A:	Variant 3:		
		R&D Variant (No Stadium, Additional R&D)	Housing Variant (No Stadium, Housing)	Housing/ R&D Variant (No Stadium)	Candlestick Point Tower Variants	Variant 4: Utilities Variant (Additional On-Site Infrastructure)	Variant 5: 49ers/Raiders Shared Stadium
<b>Parks, Open Space, and Recreation Uses</b>							
Total Parks, Open Space, and Recreational Uses	336.4	327.0	349.4	326.6	336.4	336.4	337.5
New Parks	148.1	160.5	158	159	148.1	148.1	148.6
Sports Fields and Active Recreation	91.6	69.8	96.7	70.9	91.6	91.6	91.6
State Parklands (acres)	96.7	96.7	96.7	96.7	96.7	96.7	96.7

SOURCE: Lennar Urban, 2010.

a. The bridge would be open to automobiles only on game days.

**Table ES-1b Impact Comparison of Project Variants to Project [New]**

Topic	Impacts											
	Variant 1: R&D Variant (No Stadium, Additional R&D)		Variant 2: Housing Variant (No Stadium, Housing)		Variant 2A: Housing Variant with R&D (No Stadium)		Variant 3: Candlestick Point Tower Variants				Variant 4: Utilities Variant (Additional On-Site Infrastructure)	Variant 5: 49ers/Raiders Shared Stadium
							Tower Variant A	Tower Variant B	Tower Variant C	Tower Variant D		
III.B Land Use and Plans	=	=	=	=	=	=	=	=	=	=	=	=
III.C Population, Housing, and Employment	=	=	=	=	=	=	=	=	=	=	=	=
III.D Transportation and Circulation	>	<	>	<	>	>	>	>	>	>	=	=
III.E Aesthetics	=	<	<	<	<	>	>	>	>	>	=	=
III.F Shadows	<	<	<	<	<	>	>	>	>	>	=	=
III.G Wind	<	<	<	<	<	=	=	=	=	=	=	=
III.H Air Quality	=	=	=	=	=	=	=	=	=	=	=	=
III.I Noise	>	<	<	<	<	=	=	=	=	=	=	=
III.J Cultural Resources and Paleontological Resources	=	=	=	=	=	=	=	=	=	=	=	=
III.K Hazards and Hazardous Materials	=	=	=	=	=	=	=	=	=	=	=	=
III.L Geology and Soils	=	=	=	=	=	=	=	=	=	=	=	=
III.M Hydrology and Water Quality	>	<	<	<	<	=	=	=	=	=	<	=
III.N Biological Resources	=	=	=	=	=	=	=	=	=	=	=	=
III.O Public Services	>	<	<	<	<	=	=	=	=	=	=	=
III.P Recreation	=	=	=	=	=	=	=	=	=	=	=	=
III.Q Utilities	=	=	=	=	=	=	=	=	=	=	<	=
III.R Energy	=	=	=	=	=	=	=	=	=	=	=	=
III.S Greenhouse Gas Emissions	>	=	=	=	=	=	=	=	=	=	=	=

SOURCE: PBS&J/2010.

NOTE: Each topic is compared to the Project and for each impact area, impacts are equal to (=), greater than (>), or less than (<) the Project impacts.

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**Page ES-9, first bullet**

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- **Alternative 4: Reduced CP-HPS Phase II Development; Historic Preservation; No HPS Phase II Stadium, Marina, or Yosemite Slough Bridge**— ... This alternative includes preservation of ~~three-five~~ potentially historic structures at HPS Phase II. This alternative does not include construction of a bridge over Yosemite Slough.

This alternative was selected to include historic preservation of the five eligible structures on HPS and to provide a reduced development alternative to the Project. This alternative would reduce the area subject to development and would avoid significant impacts to historic resources at HPS Phase II. ...

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**Page ES-9, after the discussion of Alternative 4 and before the discussion of Alternative 5**

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- > **Subalternative 4A: CP-HPS Phase II Development Plan with Historic Preservation**— This subalternative to Alternative 4 retains all of the historic buildings, but includes the same land use plan as described for the Project rather than a reduced development plan as under Alternative 4. This subalternative would preserve the same five historically eligible structures (Buildings 208, 211, 224, 231, and 253) as Alternative 4. The Project’s land use plan would be implemented under this subalternative in terms of total square footage of land uses and district locations. However, unlike the Project, Buildings 211, 224, 231, and 253 would be retained and not demolished. The displaced R&D that, under the Project, would be built at the location of Buildings 211, 224, 231, and 253 would be distributed throughout the remainder of the HPS Phase II development and total floor area for R&D would remain the same as the Project, at 2,500,000 sf. However, the building heights in the R&D District on HPS Phase II would increase to accommodate the displaced square footage. Buildings 211, 231, and 253 would be rehabilitated under the Secretary of Interior’s Standards to accommodate approximately 338,000 gsf of R&D and 1,000 parking spaces. Building 224, the air raid shelter, would be rehabilitated to provide museum space. Subalternative 4A would also retain existing grades, allowing railroad spurs and other historic elements to remain. A wave protection berm is proposed to accommodate a 36-inch sea level rise. The Bay Trail would run on top of the berm, which would be designed to include seat steps. All other components of Subalternative 4A would remain the same as under the Project.

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**Page ES-10, the following new tables are inserted prior to “Summary of Impacts.” Although these tables are new, for readability, they are not underlined.**

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*[NOTE: These tables are included in the Executive Summary of the EIR to include land use plan information for Subalternative 4A (Table ES-1c) and to provide a summarized comparison of the significant and unavoidable impacts of the Project compared to each of the alternatives.]*

Table ES-1c (Summary of Project Alternatives) provides an overview of how the land uses of the Alternatives compare to the land uses of the Project. Table ES-1d (Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives) provides a summary comparison of the significant and unavoidable impacts of the Project compared to each of the Alternatives.

<b>Table ES-1c Summary of Project Alternatives [New]</b>							
<b>Use</b>	<b>Project</b>	<b>Alternative 1 No Project<sup>a</sup></b>	<b>Alternative 2 No Bridge Alt</b>	<b>Alternative 3 49ers at Candlestick</b>	<b>Alternative 4 Lesser Build with Historic Preservation</b>	<b>Subalternative 4A: CP-HPS Phase II Development Plan with Historic Preservation</b>	<b>Alternative 5 No Park Agreement</b>
<b>Candlestick Point</b>							
Residential (units)	7,850	0	7,850	1,210	5,495	7,850	6,500
Retail (gsf):							
Regional Retail	635,000	0	635,000	0	444,500	635,000	635,000
Neighborhood Retail	125,000	0	125,000	0	87,500	125,000	125,000
<i>Retail Subtotal (gsf)</i>	<i>760,000</i>	<i>0</i>	<i>760,000</i>	<i>0</i>	<i>532,000</i>	<i>760,000</i>	<i>760,000</i>
Community Services (gsf)	50,000	0	50,000	0	50,000	50,000	50,000
Hotel (gsf) <sup>a</sup>	150,000	0	150,000	0	105,000	150,000	150,000
Office (gsf)	150,000	0	150,000	0	105,000	150,000	150,000
10,000-seat Arena (gsf)	75,000	0	75,000	0	75,000	75,000	75,000
Football Stadium (seats)	0	70,000	0	70,000	0	0	70,000
<b>HPS Phase II</b>							
Residential (units)	2,650	1,800 <sup>b</sup>	2,650	4,000	1,855	2,650	4,000
Neighborhood Retail (gsf)	125,000	570,000	125,000	125,000	87,500	125,000	125,000
Research & Development (gsf)	2,500,000	1,087,000	2,500,000	2,500,000	1,750,000	2,500,000	2,500,000
Artists' Studios (gsf):							
1:1 Studio Renovation and Replacement (gsf) <sup>c</sup>	225,000	225,000	225,000	225,000	225,000	225,000	225,000
New Artist Center (gsf)	30,000	0	30,000	30,000	30,000	30,000	30,000
<i>Artist Studio Subtotal (gsf)</i>	<i>255,000</i>	<i>225,000</i>	<i>255,000</i>	<i>255,000</i>	<i>255,000</i>	<i>255,000</i>	<i>255,000</i>
Community Services (gsf)	50,000	0	50,000	50,000	50,000	50,000	50,000
Football Stadium (seats)	69,000	0	69,000	0	0	69,000	0
Mixed-Use	0	580,000	0	0	0	0	0
Cultural and Education	0	330,600	0	0	0	0	0
Marina (slips)	300	0	300	300	0	300	300
<b>Other Elements</b>							
Yosemite Slough bridge	Bridge	No bridge	No bridge	BRT/Pedestrian bridge	No bridge	Bridge	No bridge
Shoreline Improvements	Yes	No	Yes	Yes	Yes	Yes	Yes

Table ES-1c Summary of Project Alternatives [New]							
Use	Project	Alternative 1 No Project <sup>a</sup>	Alternative 2 No Bridge Alt	Alternative 3 49ers at Candlestick	Alternative 4 Lesser Build with Historic Preservation	Subalternative 4A: CP-HPS Phase II Development Plan with Historic Preservation	Alternative 5 No Park Agreement
State Parks Agreement/ total acres of State Parkland	Yes/96.7	No/120.2	Yes/96.7	Yes/117.2 <sup>d</sup>	Yes/96.7	Yes/96.7	No/120.2

SOURCE: Lennar Urban, PBS&J, 2009.

- a. Hotel uses include 220 rooms at the proposed Regional Retail Center.
- b. 1,800 housing units on the entire Shipyard including the Phase I site.
- c. Existing artist studios would be replaced at a one-to-one ratio under all alternatives.
- d. Limited exchange of 3.03 acres to construct BRT/pedestrian only Yosemite Slough bridge and Alice Griffith Public Housing

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]					
	Alternative 1 No Project <sup>a</sup>	Alternative 2 No Bridge Alt <sup>b</sup>	Alternative 3 49ers at Candlestick <sup>c</sup>	Alternative 4 Lesser Build with Historic Preservation <sup>d</sup>	Alternative 5 No Park Agreement <sup>e</sup>

**TRANSPORTATION**

**Impact TR-1** The Project would result in construction-related transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity. Mitigation measure MM TR-1 would reduce but not avoid construction-related transportation impacts during construction activities. Therefore, construction transportation impacts would remain significant.

Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU

**Impact TR-2** Implementation of the Project would cause an increase in traffic that would be substantial relative to the existing and proposed capacity of the street system, and result in significant and unavoidable impacts. Although implementation of a Travel Demand Management Plan was assumed in developing Project travel demand estimates, and would be essential to ensure that impacts at additional locations do not occur, traffic congestion caused by the Project and the Project's contribution to cumulative impacts would still be significant.

Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

**Impact TR-3** The Project would result in significant impacts and would contribute to significant cumulative impacts at intersections in the Project vicinity where no feasible traffic mitigation measures have been identified.

Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

**Impact TR-4** At the intersection of Tunnel/Blanken, the Project would result in significant Project AM peak hour traffic impacts, and contribute to cumulative PM peak hour traffic impacts, for which a feasible mitigation measure has been identified. The identified mitigation measure would improve traffic operations, but not to acceptable levels of service.

Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU



**Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]**

	<i>Alternative 1 No Project<sup>a</sup></i>	<i>Alternative 2 No Bridge Alt<sup>b</sup></i>	<i>Alternative 3 49ers at Candlestick<sup>c</sup></i>	<i>Alternative 4 Lesser Build with Historic Preservation<sup>d</sup></i>	<i>Alternative 5 No Park Agreement<sup>e</sup></i>
<b>Impact TR-5</b> Project contributions at some study area intersections that would operate at LOS E or LOS F under 2030 No Project conditions were determined to be significant, and no feasible mitigation measures have been identified.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-6</b> Project contributions at the intersections of Geneva/US-101 Southbound Ramps and Harney/US-101 Northbound Ramps, which would operate at LOS F under 2030 No Project conditions, were determined to be significant, and a mitigation measure has been identified to avoid this impact. However, implementation of mitigation measure MM TR-6 is uncertain, and this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-8</b> Project contributions at the intersections of Bayshore/Geneva, which would operate at LOS F under 2030 No Project conditions, were determined to be significant, and a mitigation measure has been identified to avoid this impact. However, implementation of mitigation measure MM TR-8 is uncertain, and this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-10</b> The Project would result in significant Project traffic spillover impacts and contribute to cumulative traffic spillover impacts. The identified mitigation measures would reduce, but not avoid, traffic spillover impacts.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-11</b> The Project would contribute to significant cumulative traffic impacts at four freeway segments. No feasible mitigation is available.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-12</b> The Project would result in significant impacts at four freeway on-ramp locations. No feasible traffic mitigation is available.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-13</b> The Project would contribute to significant cumulative traffic impacts at 12 freeway ramp locations. No feasible traffic mitigation is available.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

**Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]**

	<i>Alternative 1 No Project<sup>a</sup></i>	<i>Alternative 2 No Bridge Alt<sup>b</sup></i>	<i>Alternative 3 49ers at Candlestick<sup>c</sup></i>	<i>Alternative 4 Lesser Build with Historic Preservation<sup>d</sup></i>	<i>Alternative 5 No Park Agreement<sup>e</sup></i>
<b>Impact TR-14</b> The Project would result in significant impacts related to freeway diverge queue storage at the Harney/US-101 Northbound Off-ramp. Mitigation measure MM TR-6 has been identified to avoid this impact, but its implementation is uncertain. Therefore, this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-15</b> The Project would contribute to significant cumulative traffic impacts related to freeway diverge queue storage at some off-ramp locations. Mitigation measure MM TR-6 has been identified to avoid this impact at the US-101 Northbound off-ramp to Harney Way, and US-101 Southbound Off-ramp to Harney Way/Geneva Avenue. However, implementation is uncertain. For the other ramps, no feasible mitigations have been identified. Therefore, this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-21</b> The Project would increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno. Implementation of mitigation measures MM TR-21.1 and MM TR-21.2 could reduce impacts to transit operations. However, since feasibility of MM TR-21.1 is uncertain, and since MM TR-21.2, without MM TR-21.1, would reduce, but not completely avoid, impacts on the 9-San Bruno, Project impacts and Project contributions to cumulative impacts on the 9-San Bruno would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-22</b> The Project would increase congestion and contribute to cumulative conditions at intersections along Palou Avenue, which would increase travel times and impact operations of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy. Implementation of mitigation measure MM TR-22.1 and MM TR-22.2 would reduce impacts to transit operations. However, since feasibility of MM TR-22.1 is uncertain, and since MM TR-22.2, without MM TR-22A, would reduce, but not completely avoid, impacts on the 23-Monterey, 24-Divisadero, and 44-O'Shaughnessy, Project impacts and Project contributions to cumulative impacts on the these lines would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-23</b> The Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would increase travel times and would impact operations of the 29-Sunset. Implementation of mitigation measures MM TR-23.1 and MM TR-23.2 would reduce impacts to transit operations. However, since feasibility of MM TR-23.1 is uncertain, and since MM TR-23.2, without MM TR-23.1, would reduce, but not completely avoid, impacts on the 29-Sunset, Project impacts and Project contributions to cumulative impacts on the 29-Sunset would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

**Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]**

	<i>Alternative 1 No Project<sup>a</sup></i>	<i>Alternative 2 No Bridge Alt<sup>b</sup></i>	<i>Alternative 3 49ers at Candlestick<sup>c</sup></i>	<i>Alternative 4 Lesser Build with Historic Preservation<sup>d</sup></i>	<i>Alternative 5 No Park Agreement<sup>e</sup></i>
<b>Impact TR-24</b> The Project would increase congestion at intersections along Evans Avenue, which would increase travel times and impact operations of the 48-Quintara-24 <sup>th</sup> Street. Implementation of mitigation measures MM TR-24.1 and MM TR-24.2 would reduce impacts to transit operations. However, since feasibility of MM TR-24.1 is uncertain, and since MM TR-24.2, without MM TR-24.1, would reduce, but not completely avoid, impacts on the 48-Quintara-24 <sup>th</sup> Street, Project impacts and Project contributions to cumulative impacts on the 48-Quintara-24 <sup>th</sup> Street would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-25</b> The Project would increase congestion at intersections in the study area, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the 54-Felton. Implementation of mitigation measure MM TR-25 would reduce, but not avoid impacts.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-26</b> The Project would increase congestion at intersections along Third Street, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the T-Third. Implementation of mitigation measures MM TR-26.1 and MM TR-26.2 would reduce impacts to transit operations. However, since feasibility of MM TR-26.1 is uncertain, and since MM TR-26.2, without MM TR-26.1, would reduce, but not completely avoid, impacts on the T-Third, Project impacts and Project contributions to cumulative impacts on the T-Third would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-27</b> The Project would increase congestion at the intersection of Geneva Avenue and Bayshore Boulevard. This would increase travel times and impact operations of the 28L-19 <sup>th</sup> Avenue/Geneva Limited. Implementation of mitigation measures MM TR-27.1 and MM TR-27.2 would reduce impacts to transit operations. However, since feasibility of MM TR-27.1 is uncertain, and since MM TR-27.2, without MM TR-27.1, would reduce, but not completely avoid, impacts on the 28L-19 <sup>th</sup> Avenue/Geneva Limited, Project impacts and Project contributions to cumulative impacts on the 28L-19 <sup>th</sup> Avenue/Geneva Limited would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-28</b> The Project would increase congestion on US-101 mainline and ramps, which would increase travel times and impact operations of the 9X, 9AX, 9BX-Bayshore Expresses, and 14X-Mission Express. The Project would also contribute to cumulative impacts on these transit routes on US-101. No feasible mitigation has been identified.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact TR-30</b> The Project would increase congestion and contribute to cumulative congestion on US-101 and on Bayshore Boulevard, which would increase travel times and adversely affect operations of SamTrans bus lines on these facilities. No feasible mitigation has been identified.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

**Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]**

	<i>Alternative 1 No Project<sup>a</sup></i>	<i>Alternative 2 No Bridge Alt<sup>b</sup></i>	<i>Alternative 3 49ers at Candlestick<sup>c</sup></i>	<i>Alternative 4 Lesser Build with Historic Preservation<sup>d</sup></i>	<i>Alternative 5 No Park Agreement<sup>e</sup></i>
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**Impact TR-32** The Project's proposed transit preferential treatments and significant increases in traffic volumes on Palou Avenue would result in impacts on bicycle travel on Bicycle Routes #70 and #170 between Griffith Street and Third Street. The effectiveness of mitigation is uncertain. Therefore, the impact would remain significant.

Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/SU	SU/SU	SU/SU

**Impact TR-38** For as many as 12 times a year 49ers games at the proposed stadium would result in significant impacts on study area roadways and intersections. Implementation of mitigation measure MM TR-38 would lessen game-day impacts; however, traffic impacts would remain significant.

Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI

**Impact TR-39** The existing game day service and Project transit improvements would not be adequate to accommodate projected transit demand. Implementation of mitigation measure MM TR-39 would reduce game-day impacts on transit capacity; however, traffic impacts on transit operations would remain significant.

Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI

**Impact TR-46** Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without a secondary event, and result in significant impacts at nine additional intersections and one additional freeway off-ramp. Implementation of mitigation measure MM TR-46 would reduce but not avoid impacts.

Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI

**Impact TR-47** The existing transit service and Project improvements would not be adequate to accommodate projected transit demand during secondary events with attendance of 37,500 spectators. In addition, transit lines serving the area would experience additional delays due to traffic generated by the secondary event.

Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI

**Impact TR-51** Weekday evening events at the arena would exacerbate congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without an arena event, and result in significant traffic impacts at Harney Way and Jamestown Avenue, which was operating acceptably under Project conditions without an arena event. Mitigation measure MM TR-51 would reduce but not avoid impacts.

Significance of Alternative Compared to Project	<	=	<	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/SU

**Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]**

	<i>Alternative 1 No Project<sup>a</sup></i>	<i>Alternative 2 No Bridge Alt<sup>b</sup></i>	<i>Alternative 3 49ers at Candlestick<sup>c</sup></i>	<i>Alternative 4 Lesser Build with Historic Preservation<sup>d</sup></i>	<i>Alternative 5 No Park Agreement<sup>e</sup></i>
<b>Impact TR-52</b> Sell-out weekday evening events at the arena could impact existing and proposed transit service. However, traffic congestion would impact transit operations. Implementation of mitigation measure MM TR-23.1 would reduce impacts to less than significant. Due to the uncertainty of this mitigation the impact would remain significant.					
Significance of Alternative Compared to Project	<	=	<	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/SU
<b>AIR QUALITY</b>					
<b>Impact AQ-4</b> Operation of the Project would violate BAAQMD CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources and contribute substantially to an existing or projected air quality violation at full build-out in the year 2029.					
Significance of Alternative Compared to Project	<	=	<	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
<b>NOISE</b>					
<b>Impact NO-2</b> Construction activities associated with the Project would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 and 2908 of the <i>Municipal Code</i> , vibration levels would still be significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact NO-3</b> Construction activities associated with the Project would result in a substantial temporary or periodic increase in ambient noise levels.					
Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact NO-6</b> Operation of the Project would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes.					
Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
<b>Impact NO-7</b> Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert.					
Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI

**Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]**

	<i>Alternative 1 No Project<sup>a</sup></i>	<i>Alternative 2 No Bridge Alt<sup>b</sup></i>	<i>Alternative 3 49ers at Candlestick<sup>c</sup></i>	<i>Alternative 4 Lesser Build with Historic Preservation<sup>d</sup></i>	<i>Alternative 5 No Park Agreement<sup>e</sup></i>
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**CULTURAL RESOURCES**

**Impact CP-1** Construction activities associated with the Project could result in a substantial adverse change in the significance of a historical resource.

Significance of Alternative Compared to Project	=	=	=	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/LTS	SU/SU

< Alternative does lessen the severity of the impact

> Alternative increases the severity of the impact

= Alternative impact is similar to the Project impact

NI = No Impact

LTS = Less-Than-Significant impact

SU = Significant and Unavoidable Impact

a. No Project

b. CP-HPS Phase II Development Plan, HPS Phase II Stadium, State Parks Agreement, and without the Yosemite Slough Bridge

c. Reduced CP-HPS Phase II Development, San Francisco 49ers Stay at Existing Candlestick Park Stadium, with Limited State Parks Agreement, and Yosemite Slough Bridge Serving Only Transit, Bicycles, and Pedestrians

d. Reduced CP-HPS Phase II Development; Historic Preservation; State Parks Agreement; No HPS Phase II Stadium, Marina, or Yosemite Slough Bridge

e. Reduced CP-HPS Phase II Development, No HPS Phase II Stadium, No State Parks Agreement, and without the Yosemite Slough Bridge



**Page ES-12, Table ES-2 (Summary of Environmental Effects and Mitigation Measures) has been revised**

[NOTE: This table has been revised to reflect changes and refinements in mitigation measures made both in response to comments and as requested by City/ Agency staff for correction or clarification.]

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]		
Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation

...

**SECTION III.D (TRANSPORTATION AND CIRCULATION)**

Impact	PS	SU/MM
<p><b>Impact TR-1</b> Construction of the Project would result in transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity.</p>	<p><b>PS</b></p>	<p><b>SU/MM</b></p>

The program shall:

- Identify construction traffic management practices in San Francisco, as well as other jurisdictions that although not being implemented in the City could provide useful guidance for a project of this size and characteristics.
- Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines.
- Describe coordination efforts associated with the Navy remediation efforts and scheduling regarding construction vehicle routing via the Crisp gate.
- Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities in the Bayview Hunters Point area. These could include construction strategies, demand management strategies, alternate route strategies, and public

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...		<p>information strategies.</p> <ul style="list-style-type: none"> <li>■ Coordinate with other projects in construction in the immediate vicinity, so that they can take an integrated approach to construction-related traffic impacts.</li> <li>■ Present guidelines for selection of construction traffic management strategies.</li> </ul>	
...	PS	<p><b>Impact TR-6</b> Implementation of the Project could contribute traffic at the intersections of Geneva/US-101 Southbound Ramps and Harney/US-101 Northbound Ramps, which would operate at LOS F under 2030 No Project conditions.</p>	SU/MM
...	PS	<p><b>Impact TR-8</b> Implementation of the Project could contribute traffic to the intersections of Bayshore/Geneva, which would operate at LOS F under 2030 No Project.</p>	SU/MM
...	PS	<p><b>Impact TR-16</b> Implementation of the Project would increase traffic volumes <del>and</del> but would not <del>contribute</del> <u>make a considerable contribution</u> to cumulative traffic volumes on Harney Way.</p>	LTS/MM
...	PS	<p><b>Impact TR-6</b> <i>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts.</i> The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure Project-generated vehicle trips are accounted for in the Harney Interchange analyses and design.</p> <p>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCFTA or its equivalent. The Project Applicant shall contribute its fair share to the Harney Interchange Project.</p> <p><b>Impact TR-8</b> <i>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts.</i> The City of Brisbane, as part of the Geneva Avenue Extension Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFCTA) and SFMTA shall coordinate with the City of Brisbane to ensure projected traffic volumes are accounted for in the design of the Geneva Avenue Extension.</p> <p>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCFTA or its equivalent. The Project Applicant shall contribute its fair share to the Geneva Avenue Extension Project.</p>	LTS/MM
...	PS	<p><b>Impact TR-16</b> <i>Widen Harney Way as shown in Figure 5 in the Transportation Study.</i> Prior to issuance of the grading permit for Development Phase #1 of the Project, the Project Applicant shall widen Harney Way as shown in Figure 5 in the Transportation Study. Prior to the issuance of grading permits for Phases 2, 3 and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration</p>	LTS/MM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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...  
**Impact TR-21** Implementation of the Project could increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno.

**PS**

Project could increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno.

**SU/MM**

**MM TR-21.1** *Maintain the proposed headways of the 9-San Bruno.* To address Project impacts to the 9-San Bruno, prior to issuance of a grading permit for Development Phase 1, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the San Bruno Avenue corridor, generally between Campbell Avenue and Silver Avenue. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 9-San Bruno.

- Install a transit-only lane on northbound San Bruno Avenue for the one-block section (400 feet) between Silliman Street and Silver Avenue. This would involve removal of five metered spaces on the east side of San Bruno Avenue, just south of Silver Avenue. Treatment for transit-only lanes can range from striping to physical elevation changes or barriers to protect transit right-of-way from mixed-flow traffic.
- Install a transit-only lane on southbound San Bruno Avenue at the approach to Dwight Street/Paul Avenue. This lane would function as a so-called "queue-jump" lane, allowing buses to bypass queues on southbound San Bruno Avenue at the intersection. The lane should begin approximately 200 feet north of Dwight Street and extend one block (about 300 feet) south of Paul Avenue to Olmstead Street. This would involve the removal of up to 20 on-street parking spaces on the west side of San Bruno Avenue. This treatment could be limited to peak hours only, which would minimize the impact of the parking loss. The segment of San Bruno Avenue between Dwight Street and Olmstead Street is designated as Bicycle Routes #705 and 5 (Class III signed routes).
- At the intersection of San Bruno/Silver install signal priority treatments on westbound Silver Avenue, where buses waiting to turn left from Silver Avenue onto southbound San Bruno Avenue must currently wait through almost an entire signal cycle due to the heavy oncoming traffic on eastbound Silver Avenue. Installation of a transit signal pre-emption at this location that provides a "green" signal for westbound vehicles but holds eastbound vehicles when buses are present would allow transit vehicles to turn left onto San Bruno Avenue without having to wait for opposing eastbound through traffic to clear.

The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact TR-22</b> Implementation of the Project would contribute traffic to cumulative conditions at intersections along Palou Avenue, which would increase travel times and impact operations of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy.</p>	<p><b>PS</b></p>	<p>with transit priority elements.</p> <p><b>MM TR-21.2</b> Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno. Should mitigation measure MM TR-21.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	<p><b>SU/MM</b></p>
<p><b>MM TR-22.1</b> Maintain the proposed headways of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy. To address Project impacts to the 23-Monterey, 24-Divisadero and the 44-O'Shaughnessy, prior to issuance of a grading permit for Development Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Palou Avenue corridor, generally between Griffith Street and Newhall Street. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy.</p>	<p><b>PS</b></p>	<p>■ Convert one of the two westbound travel lanes on Palou Avenue between Keith Street and Newhall Street (three blocks) to a transit-only lane at all times. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. Because the westbound lanes between Third Street and Newhall Street are relatively narrow, parking would likely need to be prohibited on the north side of Palou Avenue between Third Street and Newhall Street (approximately 600 feet) during peak periods to maximize the effectiveness of the transit-only lane.</p> <p>■ Convert one of the two eastbound travel lanes on Palou Avenue between Newhall Street and Third Street (one block) to a transit-only lane at all times. Because the eastbound travel lanes between Newhall Street and Third Street are relatively narrow, parking would likely need to be prohibited on the south side of Palou Avenue between Newhall Street and Third Street (approximately 600 feet) during peak periods to maximize the effectiveness of the transit-only lane. In the eastbound direction, east of Third Street, buses would re-enter the single mixed-flow traffic lane at the bus stop on the far (east) side of Third Street.</p> <p>■ There are currently pedestrian corner bulbs on the northwest and southwest corners of the intersection of Palou Avenue and Third Street. In order to accommodate the transit-only lanes west of Third Street, these bulbouts would be reconfigured or removed. Although removing pedestrian bulb-outs may increase pedestrian crossing distances and is generally inconsistent with the City's desire to prioritize pedestrian activity, in this case, the improvement would offer substantial benefits to transit travel times by allowing a transit-only lane through a congested intersection. This would be consistent with the City's transit-first policy.</p> <p>■ During the PM peak period only, prohibit parking on westbound Palou Avenue for the four-block segment between Griffith Street/Crisp Avenue and Keith Street, to provide for a PM peak period curbside transit-only</p>	<p><b>SU/MM</b></p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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lane along this segment. This would create a continuous westbound transit-only lane on Palou Avenue between Griffith Street/Crisp Avenue and Newhall Street during the PM peak period.

- As an alternative to the bulleted measures above, narrow the existing sidewalks on Palou Avenue from Third Street to Crisp Avenue (seven blocks) from 15 feet to 12 feet in width. The pedestrian bulb-outs on the west side of Third Street would be removed. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Palou Avenue. This would preserve on-street parking along the corridor and provide a seven-block transit-only lane on Palou Avenue between Griffith Street/Crisp Avenue and Newhall Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. Subsequent to publication of the Draft EIR, SFMTA and the Project Applicant conducted an evaluation of this alternative measure and determined that it is a feasible and viable alternative to the four bulleted items above.

The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program.

**MM TR-22.2** *Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy.* Should mitigation measure MM TR-22.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.

**MM TR-23.1** *Maintain the proposed headways of the 29-Sunset.* To address Project impacts to the 29-Sunset, prior to issuance of a grading permit for Development Phase 1, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Gilman Avenue and Paul Avenue corridor, generally between Arellious Walker Drive and Bayshore Boulevard. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 29-Sunset.

- For the five-block segment of Gilman Avenue between Arellious Walker Drive and Third Street, prohibit on-street parking on westbound Gilman Avenue during the AM and PM peak periods to provide for three westbound travel lanes. During the peak periods convert one of the three westbound travel lanes to transit-only. During off-peak periods, parking would be allowed, and buses would travel in one of the two mixed-flow lanes. The peak period transit lanes would impact 90 parking spaces.
- For the same five-block segment of Gilman Avenue between Arellious Walker Drive and Third Street,

**PS**

**Impact TR-23** Implementation of the Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would increase travel times and would impact operations of the 29-Sunset.

**SU/MM**

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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restripe the eastbound direction to provide two travel lanes, one of which would accommodate on-street parking and one of which would be a mixed-flow travel lane. During the AM and PM peak periods, prohibit on-street parking in the eastbound direction, and operate one of the two eastbound lanes as transit-only lanes. The peak period transit lanes would impact 80 parking spaces.

- As an alternative to the two bulleted measures above, ~~narrow the existing sidewalks convert one of the travel lanes in each direction on Gilman Avenue from Third Street to Griffith Street (four blocks) from 15-foot to 12-foot in width. The resulting 42-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width to transit-only.~~ This would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Gilman Avenue. This would preserve on-street parking along the corridor and provide four-block transit-only lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. Subsequent to publication of the Draft EIR, SFMTA and the Project Applicant conducted an evaluation of this alternative measure and determined that is a feasible and viable alternative to the two bulleted items above.

- Prohibit on-street parking on the north side of Paul Avenue, between Third Street and Bayshore Boulevard to create two westbound through lanes. Convert one westbound through lane to transit-only in the AM and PM peak periods. The peak period transit-only lane would impact 40 parking spaces. At the intersection of Paul Avenue and Bayshore Avenue, provide transit signal priority treatment (i.e., queue jump) to allow transit vehicles to maneuver into the mixed flow left-hand lane, facilitating a left-turn movement immediately west of Bayshore Boulevard from westbound Paul Avenue to southbound San Bruno.

The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include transit priority treatments on San Bruno Avenue, on the portions where the 29-Sunset travels.

**MM TR-23.2** *Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset.* Should mitigation measure MM TR-23.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.

**MM TR-24.1** *Maintain the proposed headways of the 48-Quintara-24th Street.* To address Project impacts to the 48-Quintara-24<sup>th</sup> Street, prior to issuance of a grading permit for Development Phase 1, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Evans Avenue corridor, generally between Hunters Point Boulevard and Napoleon Street. The study shall create a monitoring program

**Impact TR-24** Implementation of the Project would increase congestion at intersections along Evans Avenue, which would increase travel times and impact operations of the 48-

**SU/MM**



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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Quintara-24<sup>th</sup> Street.

to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 48-Quintara-24<sup>th</sup> Street.

- On Evans Avenue, between Jennings Street and Napoleon Street (a nine-block segment—about 6,000 feet), convert one of the two travel lanes in each direction to a transit-only lane at all times. Treatment for transit-only lanes can range from striping to physical elevation changes or barriers to protect transit right-of-way from mixed-flow traffic.

The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include extension of transit only lanes in one or both directions between Napoleon Street and Cesar Chavez Street or onto Hunters Point Boulevard and Innes Avenue.

**MM TR-24.2** Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24<sup>th</sup> Street. Should mitigation measure MM TR-24.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24<sup>th</sup> Street. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.

...

**Impact TR-26** Implementation of the Project would increase congestion at intersections along Third Street, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the T-Third.

**PS**

**MM TR-26.1** Maintain the proposed headways of the T-Third. To address Project impacts to the T-Third, prior to issuance of a grading permit for Development Phase 1, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvement that could reduce Project impacts on transit operations along Third Street between Thomas Avenue and Kirkwood Avenue. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the T-Third.

- Reconfigure the section of Third Street between Thomas Avenue and Kirkwood Avenue (9 blocks) where the light rail vehicles currently share the travel lane with auto traffic to provide a dedicated transit right-of-way, consistent with the rest of the route. This would require either removal of one travel lane in each direction on Third Street, or removal of on-street parking and some sidewalk bulbouts. In addition, left-turns from Third Street in this segment would be restricted in both directions. Treatment for transit-only lanes can range from striping to physical elevation or barriers to protect transit right-of-way from mixed-flow traffic.

Implementation of the ~~intersection~~ roadway reconfiguration shall be the responsibility of SFMTA, and shall be implemented when the results of the study described above indicate transit improvements are necessary. The Project Applicant shall fully fund the costs of implementing the transit priority improvements prior to approval of subsequent phases of development.

**MM TR-26.2** Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project

**SU/MM**

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>...</p> <p><b>Impact TR-32</b> Implementation of the Project's proposed transit preferential treatments and significant increases in traffic volumes on Palou Avenue could result in impacts on bicycle travel on Bicycle Routes #70 and #170 between Griffith Street and Third Street.</p> <p>...</p>	<p>PS</p>	<p>contribution to cumulative impacts to headways on the T-Third. Should mitigation measure MM TR-26.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the T-Third. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	<p>SU/MM</p>
<p>...</p> <p><b>Impact TR-39</b> Implementation of the Project with existing game day service and Project transit improvements would not be adequate to accommodate projected transit demand.</p> <p>...</p>	<p>PS</p>	<p><b>MM TR-32</b> Determine the feasibility of relocating Bicycle Routes #70 and #170. Prior to issuance of the grading permit for <u>Development Phase I</u>, the Project Applicant shall fund a study to determine the feasibility of relocating Bicycle Routes #70 and #170. The study of the bicycle route relocation, necessary environmental clearance documentation, and implementation shall be the responsibility of SFMTA. <del>Since the feasibility of the relocation of the routes is uncertain at this time, the Project impact on bicycle circulation on Palou Avenue would remain significant and unavoidable.</del></p>	<p>SU/MM</p>
<p>...</p> <p><b>Impact TR-46</b> Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project</p>	<p>PS</p>	<p><b>MM TR-39</b> <u>Transit Service during Game Days</u>. SFMTA shall increase frequency on regularly scheduled Muni routes serving the stadium area on game days. In addition, the stadium operator shall fund additional Muni shuttle service between the stadium and regional transit service, including BART (Balboa Park and/or Glen Park Station) and Caltrain (Baysshore Station). Although the specific frequencies of individual routes should be determined based on patron characteristics that may evolve over time, the increased transit service, taken as an aggregate, should generally compensate for the projected shortfall of 3,600 passengers per hour on the existing and proposed transit lines.</p> <p>Prior to opening day at the new stadium, the City and stadium operator shall determine costs associated with the increased service and determine funding sources. Examples of funding sources that shall be considered include a surcharge on game tickets or other such revenue mechanism. Implementation of increased transit service would be the responsibility of SFMTA and the stadium operator, and would be implemented when projected attendance warrants additional service.</p>	<p>SU/MM</p>
<p>...</p> <p><b>Impact TR-46</b> Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project</p>	<p>PS</p>	<p><b>MM TR-46</b> <u>Traffic Control Officers</u>. The stadium operator shall develop as part of a stadium Transportation Management Plan (TMP), a strategy for coordinating with representatives of SFMTA and the SF Police Department for deploying traffic control officers in the Project vicinity to increase efficiency of pre- and post-event traffic, similar to what would be in place for football game days. The secondary event component of the stadium TMP shall be approved by SFMTA. The stadium operator shall fully fund implementation of the secondary event (i.e., non-49ers football events) measures.</p>	<p>SU/MM</p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>conditions without a secondary event, and result in significant impacts at nine additional intersections and one additional freeway off-ramp.</p>			
<p><b>Impact TR-47</b> With implementation of the Project, the existing transit service and Project improvements would not be adequate to accommodate projected transit demand during secondary events with attendance of 37,500 spectators. In addition, transit lines serving the area would experience additional delays due to traffic generated by the secondary event.</p>	<p><b>PS</b></p>		
		<p><b>MM TR-47</b> <i>Transit Service during Secondary Events.</i> SFMTA shall increase frequency on regularly scheduled Muni routes serving the stadium area prior to large special events. In addition, the stadium operator shall fund additional Muni shuttle service between the stadium and regional transit service, including BART (Balboa Park and/or Glen Park stations) and Caltrain (Bayshore station).</p> <ul style="list-style-type: none"> <li>■ Routes 24-Divisadero, 28L-19th Avenue Limited, and 44-O'Shaughnessey would already be operating near their maximum frequency. Therefore, this mitigation measure primarily applies to the 48-Quintara-24th Street route and the new HPX service. If each of these routes were increased to have five-minute frequencies (typically considered the maximum frequency that can be regularly maintained), the transit capacity toward the stadium would increase by 828 passengers per hour, for a total of 3,928 passengers. Even with the additional service on these two lines, there would be a shortfall of 1,797 passengers per hour in transit capacity.</li> <li>■ Additional express service to key regional transit destinations and regional charter express service, similar to what is offered on football game days, would offset a portion of the shortfall in transit capacity. The amount and nature of special service to special stadium events would depend on the type and size of the special event. Generally, the capacity of the express service should compensate for the shortfall of 1,797 passengers per hour for a 37,500-person event (transit supply, would of course, be designed on a case-by-case basis depending on the expected size of the secondary event).</li> <li>■ SFMTA and the stadium operator shall implement a stadium transportation systems plan similar to that developed for game-day operations (except that the Yosemite Slough bridge shall not be available for private automobiles), on a case-by-case basis depending on the expected size of the secondary event.</li> </ul> <p>Prior to opening day at the new stadium, the City and the stadium operator shall determine costs associated with the increased service and determine funding requirements. Examples of funding sources that shall be considered include a surcharge on game tickets, parking or admission surcharge, or other such revenue mechanism. Implementation of increased transit service would be the responsibility of SFMTA and the stadium operator, and would be implemented when projected attendance warrants additional service.</p>	<p><b>SU/MM</b></p>
<p>...</p> <p><b>Impact TR-49</b> With implementation of the Project, pedestrian circulation would not be impeded during arena secondary events at the stadium.</p> <p>...</p>	<p><b>LTS</b></p>		<p><b>LTS</b></p>

**Table ES-2**

**Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact TR-51</b> With implementation of the Project, weekday evening events at the arena would exacerbate congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without an arena event, and result in significant traffic impacts at Harney Way and Jamestown Avenue, which was operating acceptably under Project conditions without an arena event.</p>	PS	<p><b>MM TR-51</b> <i>Transportation Management Plan (TMP)</i>. The arena operator shall develop a Transportation Management Plan (TMP) for coordinating with representatives of SFMTA and the SF Police Department for deploying traffic control officers in the Project vicinity to increase efficiency of pre- and post-event traffic, and for developing incentives to increase transit ridership to the arena. If Variants 1, 2, or 2A are implemented the TMP shall provide for SFMTA to increase the frequency on regularly scheduled Muni routes (primarily the CPX-Candlestick Express) serving the arena area prior to large events at the arena and for the arena operator to provide additional shuttle service to key regional transit destinations, such as BART, Caltrain, and the T-Third light-rail route. Implementation of this mitigation measure would likely speed vehicle entrance and exit to the arena site as well as maintain orderly traffic and transit operations and reduce intrusion onto minor routes to and from the arena. Traffic control officers would facilitate traffic flow at the intersection of Harney/Jamestown which would operate at LOS F conditions with a sell-out arena event. The final arena TMP shall be approved by SFMTA. Preparation of the TMP Plan shall be fully funded by the arena operator, and shall be completed in time for implementation on opening day of the arena.</p>	SU/MM
<p><b>Impact TR-52</b> With implementation of the Project, sell-out weekend evening events at the arena could be accommodated within the impact existing and proposed transit service.</p>	PS	<p><b>MM TR-23.1</b> would apply to this impact. If Variants 1, 2, or 2A are implemented, MM TR-51 would also apply to this impact.</p>	SU/MM

**SECTION III.E (AESTHETICS)**

<p><b>Impact AE-7a</b> Implementation of the Project at Candlestick Point would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties.</p>	PS	<p><b>MM AE-7a.1</b> <i>Lighting Direction/Fixtures and Screening Walls to Minimize Glare and Light Spill</i>. The Project Applicant shall ensure that all parking lot and other security lighting shall be directed away from surrounding land uses and towards the specific location intended for illumination. State-of-the-art fixtures shall be used, and all lighting shall be shielded to minimize the production of glare and light spill onto surrounding use. All parking structures shall be constructed with screening walls of sufficient height to block spill light from vehicle headlights.</p> <p><b>MM AE-7a.2</b> <i>Low-level/Unobtrusive Light Fixtures</i>. The Project Applicant shall ensure that landscape illumination and exterior sign lighting shall be accomplished with low-level, unobtrusive fixtures.</p> <p><b>MM AE-7a.3</b> <i>Lighting Plan</i>. The Project Applicant/Developer shall prepare a lighting plan for each sub-phase of the Project and submit it for review and approval to the San Francisco Police Department and the Agency prior to the issuance approval of building permits a sub-phase. Outdoor lighting shall maintain a minimum required illumination, as determined appropriate by the San Francisco Police Department and the Planning Department/Agency for all parking and pedestrian areas. In addition, the plan shall include details such as beam spreads</p>	LTS/M
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**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...		and/or photometric calculation, location and type of fixtures, exterior colors, details on foundations, and arrangement of exterior lighting such that it does not create glare, hazardous interference on adjacent streets, or properties or result in spill light that would adversely impact sensitive receptors in the project area.	
...		<b>MM AE-7a.4 Non-reflective Exterior Surfaces to Minimize Glare Impacts.</b> The Project Applicant shall ensure that design of the proposed structures shall include the use of textured or other nonreflective exterior surfaces and nonreflective glass.	
<b>SECTION III.G (WIND)</b>			
...	PS	<b>MM W-1a Building Design Wind Analysis.</b> Prior to design approval of Project buildings, if recommended by Agency staff for high-rise structures above 100 feet, the Project Applicant shall retain a qualified wind consultant to provide a wind review to determine if the exposure, massing, and orientation of the building would result in wind impacts that could exceed the threshold of 26-mph-equivalent wind speed for a single hour during the year. The wind analysis shall be conducted to assess wind conditions for the proposed building(s) in conjunction with the anticipated pattern of development on surrounding blocks to determine if the Project building(s) would cause an exceedance of the wind hazard standard. The analysis shall be conducted as directed by the City's wind study guidelines, including, if required, wind tunnel modeling of potential adverse effects relating to hazardous wind conditions. The Agency shall require the Project Applicant to identify design changes that would mitigate the adverse wind conditions to below the threshold of 26-mph-equivalent wind speed for a single hour of the year. These design changes could include, but are not limited to, wind-mitigating features, such as placing towers on podiums with a minimum 15-foot setback from street edges, placement of awnings on building frontages, street and frontage plantings, articulation of building facades, or the use of a variety of architectural materials.	LTSIM
<b>SECTION III.H (AIR QUALITY)</b>			
...	PS	<b>MM AQ-2.1 and MM AQ-2.2</b> would apply to this impact	LTSIM
...	PS	<b>MM AQ-2a</b> Construction at	LTSIM

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
Candlestick Point would not result in impacts to off-site populations from Project-generated emissions of DPM.		Project construction, the Project Applicant shall require construction equipment used for the Project to utilize emission control technology such that 50% of the fleet will meet US EPA Tier 2 standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) during <u>2010 and 2011</u> the first two years of construction activities, increasing to 75% of the fleet in <u>2012</u> the third year and 100% of the fleet starting in <u>2013</u> the fourth year and for the duration of the Project.	
...			
<b>Impact AQ-2c</b> Construction activities associated with the Project would not result in impacts to the existing Alice Griffith Public Housing from Project-generated emissions of DPM.	PS	<b>MM AQ-2.1</b> would also apply to this impact. <b>MM AQ-2.2</b> Implement Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griffith Parcels. In addition to mitigation measure MM AQ-2.1, in order to minimize the potential impacts to residents living in Alice Griffith from the construction activities in that area, the Project Applicant will require that all construction equipment used in the Alice Griffith parcels (CP01 though CP06) <del>would</del> utilize equipment which meets the US EPA Tier 42 engine standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) throughout the entire duration of construction activities on those parcels.	LTS/M
...			
<b>Impact AQ-4</b> Operation of the Project would violate BAAQMD CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources and contribute substantially to an existing or projected air quality violation at full build-out <del>in the year 2029</del> .	S	No feasible mitigation is available.	SU
...			
<b>Impact AQ-6</b> Implementation of HPS Phase II would not expose nearby receptors to an increase in local concentrations of toxic air contaminants due to the operation of Research and <del>Implementation</del> <u>Development</u> uses.	PS	<b>MM AQ-6.1</b> <del>In accordance with the approach used to evaluate this impact, the minimum plot size for facility with sources of TAC emissions in R&amp;D areas will be no smaller than 1 acre.</del> If a facility with sources of TAC emission wishes to locate on a plot size smaller than 1 acre, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not cause these thresholds of a residential cancer risk of 10 in one million and a chronic noncancer HI of 1.0 to be exceeded at the nearest residential locations. <b>MM AQ-6.2</b> Each facility with sources of TAC emissions on a plot of 1 acre or larger will limit their emissions such that residential cancer risk and chronic non-cancer hazard index evaluated at the facility boundary does not exceed 10 in one million or 1.0, respectively. If these thresholds are exceeded at the boundary, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not	LTS/M



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact AQ-7</b> Operation of the Project would not exceed SFDRH thresholds or otherwise affect the health of nearby receptors as a result of an increase in local concentrations of vehicle emissions (PM2.5) associated with vehicle use attributable to operation of the Project.</p> <p>...</p>	LTS	<p>cause these thresholds to be exceeded at the nearest residential locations.</p> <p>No mitigation is required.</p>	LTS

**SECTION III.1 (NOISE AND VIBRATION)**

**S**  
**Impact NO-7** Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert.

**S**  
**MM NO-7.1** Mitigation to Minimize Game/Concert-related Temporary Increases in Ambient Noise Levels at Nearby Residences. To ensure that stadium game-and event-induced interior  $L_{max}$  noise levels do not exceed an interior noise level of 60 dBA and interfere with speech and other indoor activities in the existing Hunters Point Hill residential community closest to and north of the proposed Stadium (i.e., as identified by the R3 stadium noise model receiver), the Stadium Operator shall:

- After certification of the EIR, Stadium Operator enters into lease agreement with Agency, send notification of the establishment of a stadium noise mitigation program (SNMP) to the residential property owners in the identified neighborhood potentially affected by noise from the proposed Stadium
- Allow property owners an appropriate time after the date of notification about the SNMP to apply for the program, with a reminder sent to the owners before the end of the application period
- Determine if responding property owners meet qualifications
- Compile for property-owners reference and send to them a summary of standard types of structural acoustical mitigations
- Choose a qualified acoustical consultant to survey the potentially affected residential units and recommend sound reduction measures appropriate to offset the modeled stadium noise impacts, which may include:
  - > Acoustical upgrades to windows and doors
  - > Acoustical stripping around doors and other openings
  - > Ventilation improvements
- Estimates cost of recommended sound reduction measures, which shall include labor and materials, permit fees, and City inspections; material costs will, as much as possible, be based on "like-for-like", that is, for

**SUM**

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
	<p>Mitigation Measure(s) and/or Project Requirements</p> <p>replacement of existing materials similar in quality or appearance</p> <ul style="list-style-type: none"> <li>■ Pay each qualifying property owner the amount of this estimate after obtaining a release from future claims for stadium event noise impacts at each property with each property owner responsible for implementing the sound reduction improvements</li> <li>■ Establish an ad hoc community working group of neighbors to develop a mediation process should any future disputes arise over the effectiveness of the SNMP in eliminating stadium noise intrusions</li> </ul> <p><b>MM NO-7.2 Residential Use Plan Review by Qualified Acoustical Consultant.</b> To ensure that stadium game-and event-induced interior Lmax noise levels do not exceed an interior noise level of 60 dBA and interfere with speech and other indoor activities in the proposed on-site residential uses closest to the proposed Stadium, the <del>Stadium Operator-Project Applicant</del> shall choose a qualified acoustical consultant to review plans for the new residential uses planned for areas closest to the proposed Stadium and follow their recommendations to provide acoustic insulation or other equivalent measures to ensure that interior peak noise events would not exceed 60 dBA L<sub>max</sub>.</p>	

**SECTION III.J (CULTURAL RESOURCES AND PALEONTOLOGICAL RESOURCES)**

**S**  
**Impact CP-1b** Construction at HPS Phase II could result in a substantial adverse change in the significance of an historical resource.

**S**  
**MM CP-1b.1 Mitigation** to Minimize Impacts on Historic Resources at HPS Phase II. To reduce the adverse effect on historical resources, prior to any structural demolition and removal activities, the Project Applicant shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District, as identified in the report titled *Bayview Waterfront Plan Historic Resources Evaluation, Volume II: Draft Historic Resources Survey and Technical Report*, July 2009, prepared by Circa Historic Property Development.

The documentation for the property shall be prepared based on the National Park Services' (NPS) Historic American Building Survey (HABS) / Historic American Engineering Record (HAER) Historical Report Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels II and III) and NPS new policy for NR-NHL photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion (March 2005).

The written historical data for this documentation shall follow HABS / HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located as-built drawings shall be produced.

Either HABS / HAER standard large format or digital photography shall be used. If digital photography is used,

**SUM**

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>the ink and paper combinations for printing photographs must be in compliance with NR-NHL photo expansion policy and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed .TIF file format. The size of each image will be 1600x1200 pixels at 300 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label.</p>	
		<p>Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of some buildings. All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the dataset.</p>	
		<p>All written and photographic documentation of the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District shall be approved by the <del>Historic Preservation Commission</del> <u>SFRA</u>, in consultation with the <u>ERO</u>, prior to any demolition and removal activities.</p>	
		<p><b>MM CP-1b.2</b> <i>Interpretive Displays Depicting History of HPS.</i> Interpretive displays related to the history of HPS shall be installed at Heritage Park at Dry Dock Nos. 2 and 3. The number and type of displays shall be approved by the <del>Historic Preservation Commission</del> <u>SFRA</u>, in consultation with the <u>ERO</u>.</p>	

**SECTION III.K (HAZARDS AND HAZARDOUS MATERIALS)**

**Impact HZ-1a** Construction at Candlestick Point bayward of the historic high tide line would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.

PS

**MM HZ-1a** *Article 22A Site Mitigation Plans.* (Applies only to Candlestick Point.) Prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of Candlestick Point bayward of the high tide line, the Project Applicant shall comply with the requirements of San Francisco Health Code Article 22A. If the site investigation required by Article 22A (or, in the case of development activity in CPSRA, which is not subject to Article 22A, a comparable site investigation that is carried out to comply with this measure, and which involves notification to California State Parks if a site mitigation plan is prepared), indicates the presence of a hazardous materials release, a site mitigation plan must be prepared. The site mitigation plan must specify the actions that will be implemented to mitigate the significant environmental or health and safety risks caused or likely to be caused by the presence of the identified release of hazardous materials. The site mitigation plan shall identify, as appropriate, such measures as excavation, containment, or treatment of the hazardous materials, monitoring and follow-up testing, and procedures for safe handling and transportation of the excavated materials, or for protecting the integrity of the cover or for addressing emissions from remedial activities, consistent with the requirements set forth in Article 22A. To the extent that Article 22A does not apply to state-owned land at CPSRA, prior to undertaking subsurface disturbance activities at CPSRA, the Agency and the California Department of Parks and Recreation shall enter

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**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p><b>Impact HZ-1b</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.</p>	<p>PS</p>	<p>into an agreement to follow procedures comparable-equivalent to those set forth in Article 22A for construction and development activities conducted at Candlestick Point State Recreation Area.</p> <p><b>MM HZ-1b</b> <i>Compliance with Requirements Imposed by Cleanup Decision Documents and Property Transfer Documents.</i> (Applies only to HPS Phase II) Prior to obtaining a grading, excavation, site, building or other permit from the City for development activity at HPS Phase II involving subsurface disturbance, the Project Applicant shall submit documentation acceptable to the San Francisco Department of Public Health that the work will be undertaken in compliance with all notices, restrictions, and requirements imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOST, FOSET or FOSL, including notices, restrictions, and requirements imposed in deeds, covenants, leases, easements, and LIFOs, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans, Community Involvement Plans, and health and safety plans. Such restrictions, imposed by federal and state regulatory agencies as a condition on the Navy transfer of the property to the Agency, will ensure that the property after transfer will be used in a manner that is protective of the environment and human health. The City/Agency may choose to implement this measure by requiring these actions as part of amendments to San Francisco Health Code Article 31, which currently sets forth procedural requirements for development in HPS Phase I, or through an equivalent process established by the City or Agency.</p>	<p>LTSIM</p>
<p><b>Impact HZ-2a</b> Construction at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with previously unidentified subsurface contaminants from historic uses.</p>	<p>PS</p>	<p><b>MM HZ-2a.1</b> <i>Unknown Contaminant Contingency Plan.</i> (Applies to Candlestick Point, HPS Phase II, and off-site improvements.) Prior to obtaining the first site, building or other permit for development activities involving subsurface disturbance, the Project Applicant shall prepare and the San Francisco Department of Public Health shall approve a contingency plan to address unknown contaminants encountered during development activities. This plan, the conditions of which shall be incorporated into the first permit and any applicable permit thereafter, shall establish and describe procedures for implementing a contingency plan, including appropriate notification to nearby property owners, schools and residents and appropriate site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures would include, but would not be limited to, further investigation and, if necessary remediation of such hazards or releases, including off-site removal and disposal, containment or treatment. In the event unanticipated subsurface hazards or hazardous material releases are discovered during construction, the requirements of this unknown contaminant contingency plan shall be followed. The contingency plan shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan. This measure shall be implemented for HPS Phase II through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.</p> <p><b>MM HZ-2a.2</b> <i>Site-Specific Health and Safety Plans.</i> (Applies to Candlestick Point, HPS Phase II, and off-site improvements.) Prior to obtaining the first site, building or other permit for the Project from the City for development activities involving subsurface disturbance, the Project Applicant shall prepare and submit to SFDPH a site-specific health and safety plan (HASP) in compliance with applicable federal and state OSHA</p>	<p>LTSIM</p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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requirements and other applicable laws to minimize impacts to public health and the environment. development of the plan shall be required as a condition of any applicable permit. The plan shall include identification of chemicals of concern, potential hazards, personal protective equipment and devices, and emergency response procedures. The HASP shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan.

This measure shall be implemented for HPS Phase II through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.

...

<p><b>Impact HZ-9</b> Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of Yosemite Slough bridge construction.</p>	<p><b>PS</b></p>	<p><b>MM HZ-9</b> Navy-approved workplans for construction and remediation activities on Navy-owned property. (Applies only to the portions of HPS Phase II on Navy-owned property). Construction activities and remediation activities conducted on behalf of the Agency or the Project Applicant, on Navy-owned property shall be conducted in compliance with all required notices, restrictions, or other requirements set forth in the applicable lease, easement, or license or other form of right of entry and in accordance with a Navy-approved workplan. This mitigation measure also requires that such activities be conducted in accordance with applicable health and safety plans, dust control plans, stormwater pollution prevention plans, community involvement plans, or any other documents or plans required under applicable law. The City/Agency will access Navy property through a lease, license, or easement. The City/Agency shall not undertake any activity or approve any Project Applicant activity on Navy-owned property until the Navy and other agencies with approval authority have approved a workplan for the activity. The requirement to comply with the approved work plans shall be incorporated into and made a condition of any City/Agency approvals related to activities on Navy property. This measure shall be implemented for HPS Phase II through a process established by the City or Agency as explained in MM HZ-1b.</p>	<p><b>LTSIM</b></p>
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<p><b>Impact HZ-12</b> Remediation activities conducted on behalf of the City or Project Applicant at the HPS Phase II parcels transferred prior to completion of remediation in an "early transfer" would not expose remediation and construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, and/or groundwater that may contain</p>	<p><b>PS</b></p>	<p><b>MM HZ-12</b> Compliance with Administrative Order on Consent at Early Transferred Parcels. (Applies only at HPS Phase II.) Prior to undertaking any remediation activities at HPS Phase II on property that the Navy has transferred to the Agency as part of an early-transfer, the Agency or its contractor or Project Applicant shall comply with all requirements incorporated into remedial design documents, work plans, health and safety plans, dust control plans, community involvement plans, and any other document or plan required under the Administrative Order on Consent. This includes all notices, restrictions, and requirements imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOSET, including restrictions imposed in deeds, covenants, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans, community involvement plans, and health and safety plans. Prior to obtaining a grading, excavation, site, building, or other permit from the City that authorizes remedial activities, SFDPH shall confirm that the work proposed complies with the applicable plans required by the Administrative Order on Consent. This measure shall be implemented through a requirement in the potential additions to Article 31 imposing requirements to</p>	<p><b>LTSIM</b></p>
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**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
contaminants from historic uses.		parcels other than Parcel A or through an equivalent process established by the City or Agency.	
<p>...</p> <p><b>Impact HZ-15</b> Construction and grading activities associated with the Project would not disturb soil or rock that could be a source of naturally occurring asbestos in a manner that would present a human health hazard.</p>	PS	<p><b>MM HZ-15</b> Asbestos Dust Mitigation Plans and Dust Control Plans. Prior to obtaining a grading, excavation, site, building or other permit from the City that includes soil disturbance activities, the Project Applicant shall obtain approval of an Asbestos Dust Mitigation Plan (ADMP) from BAAQMD for areas over 1 acre that potentially contain naturally occurring asbestos and approval of a Dust Control Plan (DCP) from SFDPH for all areas at HPS Phase II and for areas over 0.5 acre at Candlestick Point. Compliance with the ADMP and DCP shall be required as a condition of the permit.</p> <p>The ADMP shall be submitted to and approved by the BAAQMD prior to the beginning of construction, and the Project Applicant must ensure the implementation of all specified dust control measures throughout the construction Project. The ADMP shall require compliance with the following specific control measures to the extent deemed necessary by the BAAQMD to meet its standard:</p> <ul style="list-style-type: none"> <li>■ For construction activities disturbing less than one acre of rock containing naturally occurring asbestos, the following specific dust control measures must be implemented in accordance with the asbestos ATCM before construction begins and each measure must be maintained throughout the duration of the construction Project:           <ul style="list-style-type: none"> <li>&gt; Limit construction vehicle speed at the work site to 15 miles per hour</li> <li>&gt; Sufficiently wet all ground surfaces prior to disturbance to prevent visible dust emissions from crossing the property line</li> <li>&gt; Keep all graded and excavated areas around soil improvement operations, visibly dry unpaved roads, parking and staging areas wetted at least three times per shift daily with reclaimed water during construction to prevent visible dust emissions from crossing the property line. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour</li> <li>&gt; Adequately wet all storage piles, treat with chemical dust suppressants, or cover piles when material is not being added to or removed from the pile</li> <li>&gt; Wash down all equipment before moving from the property onto a paved public road</li> <li>&gt; Clean all visible track out from the paved public road by street sweeping or a HEPA filter equipped vacuum device within 24 hours</li> </ul> </li> <li>■ For construction activities disturbing greater than one acre of rock containing naturally occurring asbestos, construction contractors are required to prepare an ADMP specifying measures that will be taken to ensure that no visible dust crosses the property boundary during construction. The plan must specify the following measures, to the extent deemed necessary by the BAAQMD to meet its standard:           <ul style="list-style-type: none"> <li>&gt; Prevent and control visible track out from the property onto adjacent paved roads. Sweep with reclaimed water at the end of each day if visible soil material is carried out from property</li> </ul> </li> </ul>	LTS/M

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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- > Ensure adequate wetting or covering of active storage piles
- > Hydroseed or apply non-toxic soil stabilizers to disturbed surface areas and storage piles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil that will remain inactive for seven days or more.
- > Control traffic on on-site unpaved roads, parking lots, and staging areas—including a maximum vehicle speed of 15 miles per hour or less
- > Control earth moving activities
- > Provide as much water as necessary to control dust (without creating run-off) in any area of land clearing, earth movement, excavation, drillings, and other dust-generating activity
- > Control dust emissions from off-site transport of naturally occurring asbestos containing materials
- > Stabilize disturbed areas following construction

If required by the BAAQMD, air monitoring shall be implemented to monitor for off-site migration of asbestos dust during construction activities, and appropriate protocols shall be established and implemented for notification of nearby schools, property owners and residents when monitoring results indicate asbestos levels that have exceeded the standards set forth in the plan.

The DCP shall be submitted to and approved by the SFDPH prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust control measures throughout the construction Project. The DCP shall require compliance with the following specific mitigation measures to the extent deemed necessary by the SFDPH to achieve no visible dust at the property boundary:

- Submission of a map to the Director of Health showing all sensitive receptors within 1,000 feet of the site.
- Keep all graded and excavated areas, areas around soil improvement operations, visibly dry unpaved roads, parking and staging areas wetted at least three times per shift daily with reclaimed water during construction to prevent visible dust emissions from crossing the property line. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour
- Analysis of wind direction and placement of upwind and downwind particulate dust monitors.
- Record keeping for particulate monitoring results.
- Requirements for shutdown conditions based on wind, dust migration, or if dust is contained within the property boundary but not controlled after a specified number of minutes.
- Establishing a hotline for surrounding community members who may be potentially affected by Project-related dust. Contact person shall respond and take corrective action within 48 hours. Post publicly visible signs around the site with the hotline number as well as the phone number of the BAAQMD and make sure the numbers are given to adjacent residents, schools, and businesses.
- Limiting the area subject to construction activities at any one time.
- Installing dust curtains and windbreaks on windward and downwind sides of the property lines, as



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>necessary. Windbreaks on windward side should have no more than 50% air porosity.</p> <ul style="list-style-type: none"> <li>■ Limiting the amount of soil in trucks hauling soil around the job site to the size of the truck bed and securing with a tarpaulin or ensuring the soil contains adequate moisture to minimize or prevent dust generation during transportation.</li> <li>■ Enforcing a 15 mph speed limit for vehicles entering and exiting construction areas.</li> <li>■ Sweeping affected streets with water sweepers at the end of the day.</li> <li>■ Hiring an independent third party to conduct inspections for visible dust and keeping records of those inspections.</li> <li>■ Minimizing the amount of excavated material or waste materials stored at the site.</li> <li>■ Prevent visible track out from the property onto adjacent paved roads. Sweep with reclaimed water at the end of each day if visible soil material is carried out from property</li> </ul> <p>For all areas, this measure shall be implemented through Article 22B (areas over one half acre) or for HPS Phase II through a requirement in the potential additions to Article 31 imposing requirements to parcels other than Parcel A or through an equivalent process established by the City or Agency.</p>	

...

**SECTION III.M (HYDROLOGY AND WATER QUALITY)**

**Impact HY-1a** Construction at Candlestick Point would not cause an exceedance of water quality standards or contribute to or cause a violation of waste discharge requirements.

**PS**

**MM HY-1a.1** *Storm Water Pollution Prevention Plan: Combined Storm Sewer System.* In compliance with the Article 4.1 of the Public Works Code and the City's Construction Site Water Pollution Prevention Program, the Project Applicant shall submit a site-specific Storm Water Pollution Prevention Plan (SWPPP) to the SFPUC for approval, prior to initiating construction activities in areas draining to the combined sewer system. The SFPUC requires implementation of appropriate Best Management Practices (BMPs) from the California Stormwater Quality Association Stormwater BMP Handbook- Construction or the Caltrans Construction Site BMPs Manual. In accordance with SFPUC's requirements, the SWPPP shall include:

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- An Erosion and Sediment Control Plan that includes a site map illustrating the BMPs that will be used to minimize on-site erosion and the sediment discharge into the combined sewer system, and a narrative description of those BMPs. Appropriate BMPs for Erosion and Sediment Control Plan may include:
  - > Scheduling—Develop a schedule that includes sequencing of construction activities with the implementation of appropriate BMPs. Perform construction activities and control practices in accordance with the planned schedule. Schedule work to minimize soil-disturbing activities during the rainy season. Schedule major grading operations for the dry season when practical. Monitor the weather forecast for rainfall and adjust the schedule as appropriate.
  - > Erosion Control BMPs—Preserve existing vegetation where feasible, apply mulch or hydroseed areas

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>with native, non-invasive species, until permanent stabilization is established, and use soil binders, geotextiles and mats, earth dikes and drainage swales; velocity dissipation devices, slope drains, or polyacrylamide to protect soil from erosion.</p>	
		<ul style="list-style-type: none"> <li>&gt; Wind Erosion BMPs—Apply water or other dust palliatives to prevent dust nuisance; prevent overwatering which can cause erosion. Alternatively, cover small stockpiles or areas that remain inactive for seven or more days.</li> </ul>	
		<ul style="list-style-type: none"> <li>&gt; Sediment Control BMPs—Install silt fences, sediment basins, sediment traps, check dams, fiber rolls, sand or gravel bag barriers, straw bale barriers, approved chemical treatment, and storm drain inlet protection to minimize the discharge of sediment. Employ street sweeping to remove sediment from streets.</li> </ul>	
		<ul style="list-style-type: none"> <li>&gt; Tracking Controls—Stabilize the construction site entrance to prevent tracking of sediment onto public roads by construction vehicles. Stabilize on-site vehicle transportation routes immediately after grading to prevent erosion and control dust. Install a tire wash area to remove sediment from tires and under carriages.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ Non-Stormwater Management BMPs that may include water conservation practices; dewatering practices that minimize sediment discharges; and BMPs for: paving and grinding activities; identifying illicit connections and illegal dumping; irrigation and other planned or unplanned discharges of potable water; vehicle and equipment cleaning, fueling, and maintenance; concrete curing and finishing; temporary batch plants; implementing shoreline improvements and working over water. Discharges from dewatering activities shall comply with the SFPUC's Batch Wastewater Discharge Requirements that regulate influent concentrations for various constituents.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ Waste Management BMPs shall be implemented for material delivery, use, and storage; stockpile management; spill prevention and control; solid and liquid waste management; hazardous waste management; contaminated soil management; concrete waste management; and septic/sanitary waste management.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ SWPPP Training Requirements—Construction personnel will receive training on the SWPPP and BMP implementation.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ Site Inspections and BMP Maintenance—An inspector identified in the SWPPP will inspect the site on a regular basis, before and after a storm event, and once each 24-hour period during extended storms to identify BMP effectiveness and implement corrective actions if required. The SWPPP shall include checklists that document when the inspections occurred, the results of the inspection, required corrective measures, and when corrective measures were implemented. Required BMP maintenance related to a storm event shall be completed within 48 hours of the storm event.</li> </ul>	
		<p><b>MM HY-1a.2 Stormwater Pollution Prevention Plan:</b> <i>Separate Storm Sewer System.</i> Consistent with the requirements of the SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (Construction General Permit), the Project Applicant shall undertake the proposed</p>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Level of Significance After Mitigation
		<p><b>Mitigation Measure(s) and/or Project Requirements</b></p> <p>Project in accordance with a project-specific Storm Water Pollution Prevention Plan (SWPPP) prepared by Qualified SWPPP Developer, who shall consult with California State Parks on those elements of the SWPPP that cover the Candlestick Park State Recreation Area, including selection of best management practices and other SWPPP improvements. The SFRWQCB, the primary agency responsible for protecting water quality within the project area, is responsible for reviewing and ensuring compliance with the SWPPP. This review is based on the Construction General Permit issued by the SWRCB.</p> <p>The SWPPP shall include, as applicable, all Best Management Practices (BMPs) required in Attachment C of the Construction General Permit for Risk Level 1 dischargers, Attachment D for Risk Level 2 dischargers, or Attachment E for Risk Level 3 dischargers. In addition, recommended BMPs, subject to review and approval by the SFRWQCB, include the measures listed below. However, the measures themselves may be altered, supplemented, or deleted during the SFRWQCB's review process, since the SFRWQCB has final authority over the terms of the SWPPP.</p> <ul style="list-style-type: none"> <li>■ Scheduling:           <ul style="list-style-type: none"> <li>&gt; To reduce the potential for erosion and sediment discharge, schedule construction to minimize ground disturbance during the rainy season. Schedule major grading operations during the dry season when practical, and allow enough time before rainfall begins to stabilize the soil with vegetation or to install sediment-trapping devices.</li> <li>&gt; Sequence construction activities to minimize the amount of time that soils remain disturbed.</li> <li>&gt; Stabilize all disturbed soils as soon as possible following the completion of ground disturbing work.</li> <li>&gt; Install erosion and sediment control BMPs prior to the start of any ground-disturbing activities.</li> </ul> </li> <li>■ Erosion and Sedimentation:           <ul style="list-style-type: none"> <li>&gt; Preserve existing vegetation in areas where no construction activity is planned or where construction activity will occur at a later date.</li> <li>&gt; Stabilize and re-vegetate disturbed areas as soon as possible after construction with planting, seeding, and/or mulch (e.g., straw or hay, erosion control blankets, hydromulch, or other similar material) except in actively cultivated areas. <u>Planting and seeding shall use native, non-invasive species.</u></li> <li>&gt; Install silt fences, coir rolls, and other suitable measures around the perimeter of the areas affected by construction and staging areas and around riparian buffers, storm drains, temporary stockpiles, spoil areas, stream channels, swales, down-slope of all exposed soil areas, and in other locations determined necessary to prevent off-site sedimentation.</li> <li>&gt; Install temporary slope breakers during the rainy season on slopes greater than 5 percent where the base of the slope is less than 50 feet from a water body, wetland, or road crossing at spacing intervals required by the SFRWQCB.</li> <li>&gt; Use filter fabric or other appropriate measures to prevent sediment from entering storm drain inlets.</li> <li>&gt; Detain and treat stormwater using sedimentation basins, sediment traps, baker tanks, or other</li> </ul> </li> </ul>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		measures to ensure that discharges to receiving waters meet applicable water quality objectives.	
	>	Install check dams, where applicable, to reduce flow velocities. Check dams reduce erosion and allow sediment to settle out of runoff.	
	>	Install outlet protection/energy dissipation, where applicable, to prevent scour of the soil caused by concentrated high velocity flows.	
	>	Implement control measures such as spraying water or other dust palliatives to alleviate nuisance caused by dust.	
	■	<b>Groundwater/Dewatering:</b>	
	>	Prepare a dewatering plan prior to excavation specifying methods of water collection, transport, treatment, and discharge of all water produced by construction site dewatering.	
	>	Impound water produced by dewatering in sediment retention basins or other holding facilities to settle the solids and provide other treatment as necessary prior to discharge to receiving waters. Locate sedimentation basins and other retention and treatment facilities away from waterways to prevent sediment-laden water from reaching streams.	
	>	Control discharges of water produced by dewatering to prevent erosion.	
	>	If contaminated groundwater is encountered, contact the SFRWQCB for appropriate disposal options. Depending on the constituents of concern, such discharges may be disallowed altogether, or require regulation under a separate general or individual permit that would impose appropriate treatment requirements prior to discharge to the stormwater drainage system.	
	■	<b>Tracking Controls:</b>	
	>	Grade and stabilize construction site entrances and exits to prevent runoff from the site and to prevent erosion.	
	>	Install a tire washing facility at the site access to allow for tire washing when vehicles exit the site.	
	>	Remove any soil or sediment tracked off paved roads during construction by street sweeping.	
	■	<b>Non-stormwater Controls:</b>	
	>	Place drip pans under construction vehicles and all parked equipment.	
	>	Check construction equipment for leaks regularly.	
	>	Wash construction equipment in a designated enclosed area regularly.	
	>	Contain vehicle and equipment wash water for percolation or evaporative drying away from storm drain inlets.	
	>	Refuel vehicles and equipment away from receiving waters and storm drain inlets, contain the area to prevent run-on and run-off, and promptly cleanup spills.	
	>	Cover all storm drain inlets when paving or applying seals or similar materials to prevent the discharge	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>■ Waste Management and Hazardous Materials Pollution Control:                             <ul style="list-style-type: none"> <li>&gt; Remove trash and construction debris from the project area daily.</li> <li>&gt; Locate sanitary facilities a minimum of 300 feet from receiving waters. Maintain sanitary facilities regularly.</li> <li>&gt; Store all hazardous materials in an area protected from rainfall and stormwater run-on and prevent the off-site discharge of hazardous materials.</li> <li>&gt; Minimize the potential for contamination of receiving waters by maintaining spill containment and cleanup equipment on site, and by properly labeling and disposing of hazardous wastes.</li> <li>&gt; Locate waste collection areas close to construction entrances and away from roadways, storm drains, and receiving waters.</li> <li>&gt; Inspect dumpsters and other waste and debris containers regularly for leaks and remove and properly dispose of any hazardous materials and liquid wastes placed in these containers.</li> <li>&gt; Train construction personnel in proper material delivery, handling, storage, cleanup, and disposal procedures.</li> <li>&gt; Implement construction materials management BMPs for:                                     <ul style="list-style-type: none"> <li>&gt; Road paving, surfacing and asphalt removal activities.</li> <li>&gt; Handling and disposal of concrete and cement.</li> </ul> </li> </ul> </li> <li>■ BMP Inspection, Maintenance, and Repair:                             <ul style="list-style-type: none"> <li>&gt; Inspect all BMPs on a regular basis to confirm proper installation and function. Inspect BMPs daily during storms.</li> <li>&gt; Immediately repair or replace BMPs that have failed. Provide sufficient devices and materials (e.g., silt fence, coir rolls, erosion blankets, etc.) throughout project construction to enable immediate corrective action for failed BMPs.</li> </ul> </li> <li>■ Monitoring and Reporting:                             <ul style="list-style-type: none"> <li>&gt; Provide the required documentation for SWPPP inspections, maintenance, and repair requirements. Personnel that will perform monitoring and inspection activities shall be identified in the SWPPP.</li> <li>&gt; Maintain written records of inspections, spills, BMP-related maintenance activities, corrective actions, and visual observations of off-site discharges of sediment or other pollutants, as required by the SFRWQCB.</li> <li>&gt; Monitor the water quality of discharges from the site to assess the effectiveness of control measures.</li> </ul> </li> <li>■ Implement Shoreline Improvements and work over water BMPs to minimize the potential transport of sediment, debris, and construction materials to the Lower Bay during construction of shoreline</li> </ul>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>improvements.</p> <ul style="list-style-type: none"> <li>■ Post-construction BMPs:               <ul style="list-style-type: none"> <li>&gt; Re-vegetate all temporarily disturbed areas as required after construction activities are completed. <u>Re-vegetation shall use native, non-invasive species.</u></li> <li>&gt; Remove any remaining construction debris and trash from the project site and area upon project completion.</li> <li>&gt; Phase the removal of temporary BMPs as necessary to ensure stabilization of the site.</li> <li>&gt; Maintain post-construction site conditions to avoid formation of unintended drainage channels, erosion, or areas of sedimentation.</li> <li>&gt; Correct post-construction site conditions as necessary to comply with the SWPPP and any other pertinent SFRWQCB requirements.</li> </ul> </li> <li>■ Train construction site personnel on components of the SWPPP and BMP implementation. Train personnel that will perform inspection and monitoring activities.</li> </ul> <p><b>MM HY-1a.3 Groundwater Dewatering Plan.</b> Prior to commencement of construction activities and to minimize potential impacts to receiving water quality during the construction period, the Project Applicant shall through the proper implementation of this dewatering plan, show compliance with SFRWQCB/NPDES requirements, whichever are applicable.</p> <p>The Dewatering Plan shall specify how the water would be collected, contained, treated, monitored, and/or discharged to the vicinity drainage system or Lower Bay. Subject to the review and approval of the SFRWQCB, the Dewatering Plan shall include, at a minimum:</p> <ul style="list-style-type: none"> <li>■ Identification of methods for collecting and handling water on site for treatment prior to discharge, including locations and capacity of settling basins, infiltration basins (where not restricted by site conditions), treatment ponds, and/or holding tanks</li> <li>■ Identification of methods for treating water on site prior to discharge, such as filtration, coagulation, sedimentation settlement areas, oil skimmers, pH adjustment, and other BMPs</li> <li>■ Procedures and methods for maintaining and monitoring dewatering operations to ensure that no breach in the process occurs that could result in an exceedance of applicable water quality objectives</li> <li>■ Identification of discharge locations and inclusion of details on how the discharge would be conducted to minimize erosion and scour</li> <li>■ Identification of maximum discharge rates to prevent exceedance of storm drain system capacities</li> <li>■ Additional requirements of the applicable General Permit or NPDES Permit/WDR (including effluent and discharge limitations and reporting and monitoring requirements, as applicable) shall be incorporated into the Dewatering Plan</li> </ul> <p>Any exceedance of established narrative or numeric water quality objectives shall be reported to the SFRWQCB</p>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>...</p> <p><b>Impact HY-12a</b> Implementation of the Project at Candlestick Point would not place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>	<p><b>PS</b></p>	<p>and corrective action taken as required by the SFRWQCB and the Dewatering Plan. Corrective action may include increased residence time in treatment features (e.g., longer holding time in settling basins) and/or incorporation of additional treatment measures (e.g., addition of sand filtration prior to discharge).</p> <p><b>MM HZ-1a, MM HZ-2a.1, MM HZ-5a, MM HZ-15, MM BI-4a.1, and MM BI-4a-2</b> would also apply to this impact.</p>	<p><b>LTSIM</b></p>
<p>...</p>	<p><b>PS</b></p>	<p><b>MM HY-12a.1 Finished Grade Elevations Above Base Flood Elevation.</b> The Project site shall be graded such that finished floor elevations are 6-53.5 feet above the Base Flood Elevation (BFE), and streets and pads are 3 feet above BFE to allow for future sea level rise, thereby elevating all housing and structures above the existing and potential future flood hazard area. If the FIRM for San Francisco is not finalized prior to implementation of the Project, the Project Applicant shall work with the City Surveyor to revise the City's Interim Floodplain Map. If the FIRM for San Francisco is finalized prior to implementation of the Project, the Project Applicant shall request that the Office of the City Administrator (Floodplain Manager) request a Letter of Map Revision based on Fill (LOMR-F) from FEMA that places the Project outside SFHA and requires that the FIRM is updated by FEMA to reflect revised regulatory floodplain designations.</p> <p><b>MM HY-12a.2 Shoreline Improvements for Future Sea-Level Rise.</b> Shoreline and public access improvements shall be designed to allow future increases in elevation along the shoreline edge to keep up with higher sea level rise values, should they occur. Design elements shall include providing adequate setbacks to allow for future elevation increases of at least 3 feet along the shoreline from the existing elevation along the shoreline. Before the first Small Lot Final Map is approved, the Project Applicant must petition the appropriate governing body to form (or annex into if appropriate) and administer a special assessment district or other funding mechanism to finance and construct future improvements necessary to ensure that the shoreline, public facilities, and public access improvements will be protected should sea level rise exceed 16 inches at the perimeter of the Project. Prior to the sale of the first residential unit within the Project, the legislative body shall have acted upon the petition to include the property within the district boundary. The newly formed district shall also administer a Monitoring and Adaptive Management Plan to monitor sea level and implement and maintain the protective improvements.</p>	<p><b>LTSIM</b></p>
<p>...</p> <p><b>Impact HY-13b</b> Implementation of the Project at HPS Phase II would not place structures within a 100-year flood hazard area or impede or redirect flood flows.</p>	<p><b>PS</b></p>	<p><b>MM HY-12a.2</b> would also apply to this impact. <del><b>MM HY-13b Floodplain Development Permit.</b> To reduce the impacts of placing structures in a 100-year flood hazard area that could impede or redirect flows, the Project Applicant shall implement the following measures:</del></p> <ul style="list-style-type: none"> <li>■ <del>The Project Applicant shall obtain a Floodplain Development Permit from the Office of the City Administrator in accordance with the City's floodplain management ordinance that includes a hydraulic evaluation to determine whether structures or structural elements would impede or redirect flood flows and mandates minimum design and construction standards. Design and construction methods shall comply with NFIP requirements for placing structures in Zone V.</del></li> </ul>	<p><b>LTSIM</b></p>



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...		<ul style="list-style-type: none"> <li>The Floodplain Development Permit shall include a "V-Zone Certification" in accordance with the NEIP. As part of the certification, a professional engineer or architect shall consider the NEIP "Free-of-Obstruction" requirement, to ensure that floodwaters or waves would not be deflected into a building or adjacent structure.</li> </ul>	
<p><b>Impact HY-14</b> Implementation of the Project would not 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.</p> <p>...</p>	PS	<p><b>MM HY-14 Shoreline Improvements to Reduce Flood Risk.</b> To reduce the flood impacts of failure of existing shoreline protection structures, the Project Applicant shall implement shoreline improvements for flood control protection, as identified in the Candlestick Point/Hunters Point Development Project Proposed Shoreline Improvements report. <u>Where feasible, elements of living shorelines shall be incorporated into the shoreline protection improvement measures.</u></p> <p><b>MM HY-11a.2</b> would also apply to this impact.</p>	LTSIM

**SECTION III.N (BIOLOGICAL RESOURCES)**

(Note: As mentioned in the introductory text, Project impacts for Impact BI-3a through Impact BI-21b are provided by Impact BI-22 through Impact BI-26)

<p><b>Impact BI-4a</b> Construction at Candlestick Point would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.</p> <p>...</p>	PS	<p><b>MM BI-4a.1 Wetlands and Jurisdictional/Regulated Waters Mitigation for Temporary and/or Permanent Impacts.</b> Wetlands and jurisdictional waters shall be avoided to the maximum extent practicable for all Project components. For example, any measures taken to improve the existing shoreline of Candlestick Point or HPS Phase II for purposes of flood control, erosion control, or repair or stabilization of existing structures shall minimize the amount of fill to be placed in jurisdictional areas.</p> <p>Where avoidance of existing wetlands and drainages is not feasible, and before any construction activities are initiated in jurisdictional areas, the Applicant shall obtain the following permits, as applicable to the activities in question:</p> <ul style="list-style-type: none"> <li>CWA Section 404 permit from the USACE.</li> <li>Section 10 Rivers and Harbors Act Permit from the USACE.</li> <li>CWA Section 401 water quality certification from the RWQCB, and/or Report of Waste Discharge for Waters of the State.</li> <li>CWA Section 402/National Pollution Discharge Elimination System permit from SWRCB [requiring preparation of a Stormwater Pollution Prevention Plan (SWPPP)].</li> <li>CDFG Section 1602 streambed alteration agreement from CDFG.</li> <li>A permit from the BCDC.</li> <li>Dredging permits from the USACE and BCDC as required, obtained through the Dredged Material</li> </ul>	LTSIM
<p>SFRA File No. ER06.05.07 Planning Department Case No. 2007.0946E</p>		<p><b>C&amp;R-2233</b></p>	<p>Candlestick Point—Hunters Point Shipyard Phase II Development Plan EIR</p>

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		Management Office (DMMO) process.	
		Copies of these permits shall be provided to the contractor, along with the construction specifications. The Project Applicant shall be responsible for complying with all of the conditions set forth in these permits, including any financial responsibilities.	
		<p>Compensation for impacts to wetlands and jurisdictional waters shall be required to mitigate any permanent impacts to these habitats to less-than significant-levels. Such mitigation shall also be developed (separately from the CEQA process) as a part of the permitting process with the USACE, or for non-USACE-jurisdictional wetlands, during permitting through the SFRWQCB, BCDC, and/or CDFG. The exact mitigation ratio shall be established during the permitting process, and depends on a number of factors, including the type and value of the wetlands permanently affected by the Project; however, mitigation shall be provided at a ratio of no less than 1:1 (at least 1 acre of mitigation for every 1 acre of waters of the US/State permanently filled). Mitigation could be achieved through a combination of on-site restoration or creation of wetlands or aquatic habitats (including removal of on-site fill or structures such as piers, resulting in a gain of wetland or aquatic habitats); off-site restoration/creation; and/or mitigation credits purchased at mitigation banks within the San Francisco Bay Region. However, any mitigation for impacts to jurisdictional waters providing habitat for special-status fish such as the green sturgeon, Central California Coast steelhead, Chinook salmon, and longfin smelt must result in the restoration or creation (at a minimum 1:1 ratio) of suitable habitat for these species, and any mitigation for impacts to jurisdictional wetlands or other waters that are considered EFH by the NMFS must result in the restoration or creation (at a minimum 1:1 ratio) of EFH. Suitably planned mitigation sites may satisfy mitigation requirements for jurisdictional areas, special-status fish, and EFH simultaneously (i.e., in the same mitigation areas) if the mitigation satisfies all these needs.</p>	
		<p>For funding of off-site improvements or purchase of mitigation bank credits, the Project Applicant shall provide written evidence to the City/Agency that either (a) compensation has been established through the purchase of a sufficient number of mitigation credits to satisfy the mitigation acreage requirements of the Project activity, or (b) funds sufficient for the restoration of the mitigation acreage requirements of the Project activity have been paid to the BCDC, CCC, or other entity or agency that offers mitigation credits in the San Francisco Bay Area.</p>	
		<p>For areas to be restored, to mitigate for temporary or permanent impacts, the Project Applicant shall prepare and implement a Wetland and Jurisdictional Waters Mitigation Monitoring Plan (Mitigation Monitoring Plan). The Plan shall be submitted to the regulatory agencies along with permit application materials for approval, along with a copy to the City/Agency.</p>	
		<p>The Project Applicant shall retain a restoration ecologist or wetland biologist to develop the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan, and it shall contain the following components (or as otherwise modified by regulatory agency permitting conditions):</p>	
		<ol style="list-style-type: none"> <li>Summary of habitat impacts and proposed mitigation ratios, along with a description of any other mitigation strategies used to achieve the overall mitigation ratios, such as funding of off-site improvements and/or purchase of mitigation bank credits</li> </ol>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>2. Goal of the restoration to achieve no net loss of habitat functions and values</p> <p>3. Location of mitigation site(s) and description of existing site conditions</p> <p>4. Mitigation design:</p> <ul style="list-style-type: none"> <li>■ Existing and proposed site hydrology</li> <li>■ Grading plan if appropriate, including bank stabilization or other site stabilization features</li> <li>■ Soil amendments and other site preparation elements as appropriate</li> <li>■ Planting plan</li> <li>■ Irrigation and maintenance plan</li> <li>■ Remedial measures/adaptive management, etc.</li> </ul> <p>5. Monitoring plan (including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.)</p> <p>6. Contingency plan for mitigation elements that do not meet performance or final success criteria.</p>	
		<p>Restoration and/or creation of wetlands or aquatic habitats could occur on site or off site and at one or more locations, as approved by the regulatory agencies. Impacts occurring due to activities on Candlestick Point may be mitigated by restoration or creation activities on HPS Phase II and vice versa. For example, loss of open water habitat that might result from construction of shoreline treatments could potentially be mitigated by the removal of fill or structures from aquatic habitat on HPS Phase II.</p>	
		<p>The Project Applicant, or its agent, shall implement the Wetland and Jurisdictional Waters Mitigation Monitoring Plan. At least five years of monitoring (or more if required as a condition of the permits) shall be conducted to document whether the success criteria (that are determined as part of the mitigation plan) are achieved, and to identify any remedial actions that must be taken if the identified success criteria are not met. Annual monitoring reports (described below) shall be submitted to CDFG, the USACE, the BCDC, the City/Agency, and the SFRWQCB. Each report shall summarize data collected during the monitoring period, describe how the habitats are progressing in terms of the success criteria, and discuss any remedial actions performed. Additional reporting requirements imposed by permit conditions shall be incorporated into the Wetland and Jurisdictional Waters Mitigation Monitoring Plan and implemented.</p>	
		<p>Success criteria for specified years of monitoring for vegetated mitigation wetlands are as follows (though these may be subject to change pending development of specific Mitigation and Monitoring Plans and consultation during the permit process):</p> <ul style="list-style-type: none"> <li>■ Year 1 after restored areas reach elevations suitable for colonization by wetland plants: 10 percent combined area and basal cover (rhizomatous turf) of all vegetation in the preserve wetland; at least two hydrophytic plants co-dominant with whatever other vegetative cover exists.</li> <li>■ Year 3 after restored areas reach colonization elevation: 50 percent combined area and basal cover (rhizomatous turf) of all vegetation; prevalence of hydrophytic species in terms of both cover and dominant species composition of the vegetation; native vascular species shall comprise 49.95 percent of the</li> </ul>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
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<p>vegetation in the preserve wetland.</p>	<ul style="list-style-type: none"> <li>■ Year 5 after restored areas reach colonization elevation: 70 percent combined area and basal cover (rhizomatous turf) of all vegetation; more than 50 percent dominance in terms of both cover and species composition of facultative (FAC), facultative wetland (FACW), and obligate (OBL) species; native vascular species shall comprise 65-95 percent of the vegetation in the preserve wetlands.</li> </ul> <p>Other success criteria shall be developed for open water/mud flat habitats (which would not be expected to support vegetation) or for wetland complexes specifically designed to contain extensive areas of channels, pannes, or flats that would not be vegetated. In addition, the final Project design shall avoid substantial adverse effects to the pre-Project hydrology, water quality, or water quantity in any wetland that is to be retained on site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through an on-site Wetland Protection Plan that shall be prepared by a restoration ecologist or wetland biologist that is retained by the Project Applicant, and submitted to regulatory agencies for approval, along with a copy to the City/Agency. If such indirect effects cannot be avoided, compensatory mitigation shall be provided for the indirectly affected wetlands at a minimum 1:1 ratio, as described above. Mitigation for indirectly impacted wetlands shall be described in the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan.</p>	
<p>Project features resulting in impacts to open water areas as a result of the marina, bridge, and breakwater construction shall be designed to be the minimum size required to meet their designated need. The opening in the breakwater shall be large enough and positioned such that it would allow for a complete daily exchange of water within the marina that would otherwise result from normal tidal flow, as determined by a coastal engineer and an aquatic biologist. This opening shall be designed to minimize disruption to the local hydrology generated by the breakwater and allow for normal tidal flow to ensure the daily exchange of nutrients.</p>	<p><b>MM BI-4a.2 Wetlands and Jurisdictional/Regulated Waters Impact Minimization for Construction-Related Impacts.</b> The Project Applicant shall ensure that the contractor minimizes indirect construction-related impacts on wetlands and jurisdictional/regulated waters throughout the Study Area by implementing the following Best Management Practices (BMPs):</p> <ul style="list-style-type: none"> <li>■ Prior to any construction activities on the site, a protective fence shall be installed a minimum of one foot (or greater, if feasible) from the edge of all wetland habitat to be avoided in the immediate vicinity of the proposed construction areas. Prior to initiation of construction activities, a qualified biologist shall inspect the protective fencing to ensure that all wetland features have been appropriately protected. No encroachment into fenced areas shall be permitted during construction and the fence shall remain in place until all construction activities within 50 feet of the protected feature have been completed.</li> <li>■ Construction inspectors shall routinely inspect protected areas to ensure that protective measures remain in place and effective until all construction activities near the protected resource have been completed. The fencing shall be removed immediately following construction activities.</li> <li>■ To maintain hydrologic connections, the Project design shall include culverts for all seasonal and perennial</li> </ul>	

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>drainages that are waters of the United States and/or Waters of the State.</p> <ul style="list-style-type: none"> <li>■ Sediment mitigation measures shall be in place prior to the onset of Project construction and shall be monitored and maintained until construction activities have been completed. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Excess excavated soil shall be disposed of at a regional landfill or at another approved and/or properly permitted location. Stockpiles that are to remain on the site throughout the wet season shall be protected to prevent erosion.</li> <li>■ Where determined necessary by regulatory agencies, geotextile cushions and other appropriate materials (i.e., timber pads, prefabricated equipment pads, geotextile fabric) shall be used in saturated conditions to minimize damage to the substrate and vegetation.</li> <li>■ Exposed slopes and banks shall be stabilized immediately following completion of construction activities to reduce the effects of erosion on the drainage system.</li> <li>■ In highly erodible areas, such as Yosemite Slough, banks shall be stabilized using a non-vegetative material that shall bind the soil initially and break down within a few years. If, during review of the grading permit for this area, the City/Agency determines that more aggressive erosion control treatments are needed, the contractor shall be directed to use geotextile mats, excelsior blankets, or other soil stabilization products.</li> <li>■ The contractors shall develop a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. As discussed in the Regulatory Framework of the Hydrology and Water Quality section of this EIR, the SWPPP will comply with applicable local, state, and federal requirements. Erosion control BMPs may include, but are not limited to, the application of straw mulch; seeding with fast growing grasses; construction of berms, silt fences, hay bale dikes, stormwater detention basins, and other energy dissipaters. BMPs shall be selected and implemented to ensure that contaminants are prevented from entering the San Francisco Bay during construction and operation of the facilities shall protect water quality and the marine species in accordance with all regulatory standards and requirements.</li> <li>■ Testing and disposal of any dredged sediment shall be conducted as required by the USACE and the Long-Term Management Strategy (LTMS)<sup>2</sup></li> <li>■ All temporarily impacted wetlands and other jurisdictional waters, whether in tidal or non-tidal areas, shall be restored to pre-construction contours following construction. Such impact areas include areas that are dewatered (e.g., using coffer dams) and/or used for construction access. Temporarily impacted wetlands that were vegetated prior to construction shall be revegetated in accordance with a Wetlands and Jurisdictional Water Mitigation and Monitoring Plan as described above.</li> </ul>	
		<ul style="list-style-type: none"> <li>■ For impacts to tidal habitats: <ul style="list-style-type: none"> <li>&gt; Conduct all work in dewatered work areas</li> <li>&gt; Install sediment curtains around the worksite to minimize sediment transport</li> <li>&gt; Work only during periods of slack, tide (minimal current) and low wind to minimize transport of sediment</li> </ul> </li> </ul>	

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>...</p> <p><b>Impact BI-5b</b> Construction at HPS Phase II and construction of the Yosemite Slough bridge would not have a substantial adverse effect on eelgrass beds, a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.</p>	PS	<p>laden water</p> <p><b>MM BI-5b.1</b> Avoidance of Impacts to Eelgrass. As the design of shoreline treatments progresses, and a specific Shoreline Treatment Plan is determined, the Plan shall minimize any in-water construction required for installation of any treatment measures near either of the two eelgrass locations noted above. <del>If in-water work is completely avoided within 750 feet of these areas, there would be no impact and no further mitigation would be required. If complete avoidance of work within 750 feet of these areas is not feasible, measure MM BI-5b.2 shall be implemented.</del></p> <p><b>MM BI-5b.2</b> Eelgrass Survey. <del>If avoidance of work within 750 feet of two known eelgrass locations is not feasible</del> Prior to the initiation of construction of the Yosemite Slough bridge or construction of shoreline treatments; an update to the existing eelgrass mapping shall be conducted to determine the precise locations of the eelgrass beds. For the shoreline treatments, this survey shall occur when a final Shoreline Treatment Plan has been prepared. The survey shall be conducted by a biologist(s) familiar with eelgrass identification and ecology and approved by NMFS to conduct such a survey. The area to be surveyed shall encompass the mapped eelgrass beds, plus a buffer of 750 feet around any in-water construction areas on Hunters Point or associated with the Yosemite Slough bridge. Survey methods shall employ either SCUBA or sufficient grab samples to ensure that the bottom was adequately inventoried. The survey shall occur between August and October and collect data on eelgrass distribution, density, and depth of occurrence for the survey areas. The edges of the eelgrass beds shall be mapped. At the conclusion of the survey a report shall be prepared documenting the survey methods, results, and eelgrass distribution within the survey area. This report shall be submitted to NMFS for approval. The survey data shall feed back into the shoreline treatment design process so that Project engineers can redesign the treatments to avoid or minimize any direct impacts to eelgrass beds.</p> <p>If the shoreline treatments can be adjusted so that no direct impacts to eelgrass beds would occur, no further mitigation under this measure would be required for shoreline treatment construction. Management of water quality concerns is addressed through mitigation measure MM BI-5b.4 and shall be required to minimize sediment accumulation on the eelgrass. If direct impacts to eelgrass beds cannot be avoided, either by Hunters Point shoreline treatments or Yosemite Slough bridge construction, mitigation measure MM BI-5b.3 shall be implemented.</p> <p><b>MM BI-5b.3</b> Compensatory Eelgrass Mitigation. If direct impacts to eelgrass beds cannot be avoided, compensatory mitigation shall be provided in conformance with the Southern California Eelgrass Mitigation Policy. Mitigation shall entail the replacement of impacted eelgrass at a 3:1 (mitigation:impact) ratio on an acreage basis, based on the eelgrass mapping described in mitigation measure MM BI-5b.2 and detailed designs of the feature(s) that would impact eelgrass beds. Such mitigation could occur either off site or on site. Off-site mitigation could be achieved through distribution of a sufficient amount of funding to allow restoration or enhancement of eelgrass beds at another location in the Bay. If this option is selected, all funds shall be distributed to the appropriate state or federal agency or restoration-focused non-governmental agency (i.e.,</p>	LTS/M

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>CDFG restoration fund, California Coastal Conservancy, Save the Bay, etc). The Project Applicant shall provide written evidence to the City/Agency that either a) compensation has been established through the purchase of a sufficient number of mitigation credits to satisfy the mitigation acreage requirements of the Project activity, or b) funds sufficient for the restoration of the mitigation acreage requirements of the Project activity have been paid. These funds shall be applied only to eelgrass restoration within the Bay.</p>	
		<p>If on-site mitigation is selected as the appropriate option, the Project Applicant shall retain a qualified biologist familiar with eelgrass ecology (as approved by the City/Agency) to prepare and implement a detailed Eelgrass Mitigation Plan. Unless otherwise directed by NMFS, the Eelgrass Mitigation Plan shall follow the basic outline and contain all the components required of the Southern California Eelgrass Mitigation Policy (as revised in 2005), including: identification of the mitigation need, site, transplant methodology, mitigation extent (typically 3:1 on an acreage basis), monitoring protocols (including frequency, staffing, reviewing agencies, duration, etc), and success criteria. A draft Eelgrass Mitigation Plan shall be submitted to NMFS, for its review and approval prior to implementation, with a copy to the City/Agency. Once the plan has been approved, it shall be implemented in the following appropriate season for transplantation. Restored eelgrass beds shall be monitored for success over a 5-year period.</p>	
		<p><b>MM BI-5b.4 Eelgrass Water Quality BMPs.</b> To prevent sediment that could be suspended during construction from settling out onto eelgrass, for any shoreline treatments within 750 feet of identified eelgrass beds, the Project Applicant shall require the selected contractor to implement appropriate BMPs that could include any or all of the following options, or others deemed appropriate by NMFS:</p>	
		<ol style="list-style-type: none"> <li>1. Conduct all work in dewatered work areas</li> <li>2. Conduct all in-water work during periods of eelgrass dormancy (November 1-March 31)</li> <li>3. Install sediment curtains around the worksite to minimize sediment transport</li> <li>4. Work only during periods of slack tide (minimal current) and low wind to minimize transport of sediment laden water</li> </ol>	
<p>...</p> <p><b>Impact BI-9b</b> Pile driving associated with construction of the marina and the Yosemite Slough bridge would not have a substantial adverse effect at HPS Phase II, either directly or through habitat modifications, on marine mammals or fish identified as a candidate, sensitive, or special-status</p>	<p><b>PS</b></p>	<p><b>MM BI-9b Pile Driving Design and Minimization Measures.</b> To minimize impacts on fish and marine mammals, the Project Applicant shall be implemented the following measure to reduce the amount of pressure waves generated by pile driving. The first set of measures shall be implemented during Project design. The second set of measures shall be implemented during construction.</p> <p>Design Measures:</p> <ol style="list-style-type: none"> <li>1. Engineer structures to use fewer or smaller piles, where feasible, and preferably, solid piles.</li> <li>2. Design structures that can be installed in a short period of time (i.e., during periods of slack tide when fish movements are lower).</li> <li>3. <u>Do not use unsheathed creosote-soaked wood pilings.</u></li> </ol>	<p><b>LTSIM</b></p>



**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.		<p>The City/Agency, with consultation from a qualified biologist who is familiar with marine biology, as approved by the City/Agency, shall review the final Project design to ensure that these design requirements have been incorporated into the Project.</p> <p>Construction Measures:</p> <ol style="list-style-type: none"> <li>1. Drive piles with a vibratory device instead of an impact hammer if feasible.</li> <li>2. Restrict pile driving of steel piles to the June 1 to November 30 work window, or as otherwise recommended by NMFS (driving of concrete piles would not be subject to this condition).</li> <li>3. <u>Avoid installation of any piles during the Pacific herring spawning season of December through February. Consult with the CDFG regarding actual spawning times if pile installation occurs between October and April.</u></li> </ol>	
		<ol style="list-style-type: none"> <li>34. If steel piles must be driven with an impact hammer, an air curtain shall be installed to disrupt sound wave propagation, or the area around the piles being driven shall be dewatered using a cofferdam. The goal of either measure is to disrupt the sound wave as it moves from water into air.</li> </ol>	
		<ol style="list-style-type: none"> <li>45. If an air curtain is used, a qualified biologist shall monitor pile driving to ensure that the air curtain is functioning properly and Project-generated sound waves do not exceed the threshold of 180-decibels generating 1 micropascal (as established by NMFS guidelines). This shall require monitoring of in-water sound waves during pile driving.</li> </ol>	
		<ol style="list-style-type: none"> <li>56. Unless the area around the piles is dewatered during pile driving, a qualified biologist shall be present during pile driving of steel piles to monitor the work area for marine mammals. Driving of steel piles shall cease if a marine mammal approaches within 250 feet of the work area or until the animal leaves the work area of its own accord.</li> </ol>	

...

<p><b>Impact BI-11c</b> Construction of the Yosemite Slough bridge would not have a substantial adverse effect on designated critical habitat for green sturgeon and Central California Coast steelhead through permanent and temporary impacts to aquatic and mudflat foraging habitat and would not result in impacts to individuals of these species, Chinook salmon, or longfin smelt through disturbance or loss of</p>	<p><b>PS</b></p>	<p><b>MM BI 4a.1</b> and <b>MM BI 4a.2</b> would apply to this impact.</p>	<p><b>LTS/IM</b></p>
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**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
aquatic and mudflat habitat as a result of construction of shoreline revetments.			
...			
<p>...</p> <p><b>Impact PS-2</b> Implementation of the Project would not result in a need for new or physically altered facilities beyond those included as part of this Project in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.</p>	Varies	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies
<p>...</p> <p><b>Impact PS-4</b> Implementation of the Project would not result in a need for new or physically altered facilities beyond those included as part of this Project in order to maintain acceptable response times for fire protection and emergency medical services.</p>	Varies	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies
...			
<p><b>Impact RE-1</b> Construction of the parks, recreational uses, and open space proposed by the Project would not result in substantial adverse physical environmental impacts beyond those analyzed and disclosed in this EIR.</p>	Varies	SECTION III.P (RECREATION) Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources and Paleontological Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies

**Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>...</p> <p><b>Impact RE-3</b> Implementation of the Project would decrease the size of CPSRA but would not, overall, have an adversely effect on the recreational opportunities offered by that park, nor would it substantially adversely affect windsurfing opportunities at the Project site.</p> <p>...</p>	LTS	No mitigation is required.	LTS
<p><b>SECTION III.Q (UTILITIES)</b></p>			
<p>...</p> <p><b>Impact UT-2</b> Implementation of the Project would not require or result in the construction of new or expanded water treatment facilities. The Project would require the expansion of an auxiliary water conveyance system to provide adequate water supply for firefighting to the Project site.</p> <p>...</p>	PS	<p><b>MM UT-2 Auxiliary Water Supply System.</b> Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) loop within Candlestick Point to connect to the City's planned extension of the off-site system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS loop on HPS Phase II to connect to the existing system at Earl Street and Innes Avenue and at Palou and Griffith Avenues, with looped service along Spear Avenue/Crisp Road.</p>	LTS/M
<p>NI = No Impact                  LTS = Less than Significant                  LTS/M = Less than Significant with Mitigation                  PS = Potentially Significant                  S = Significant                  SU = Significant and Unavoidable                  SU/M = Significant and Unavoidable with Mitigation</p>			

**Following page ES-125, new Table ES-2a (Mitigation Measure Applicability Matrix) is inserted. For readability, the entries are not underlined.**

*[NOTE: This table is inserted to provide additional information as to the applicability of all mitigation measures identified for the Project, Variants, and Alternatives.]*

**Table ES-2a Mitigation Measure Applicability Matrix [New]**

Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM TR-1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-4	•	•	•	•	•	•	•	n/a	•	•	•	•
MM TR-6	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-7	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-8	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-16	•	•	•	•	•	•	•	n/a	•	•	•	•
MM TR-17	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-21.1	•	•	•	•	•	•	•	•	n/a	•	•	•
MM TR-21.2	•	•	•	•	•	•	•	•	n/a	•	•	•
MM TR-22.1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-22.2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-23.1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-23.2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-24.1	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-24.2	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-25	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-26.1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-26.2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-27.1	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-27.2	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-32	•	•	•	•	•	•	•	•	•	•	•	•

**Table ES-2a Mitigation Measure Applicability Matrix [New]**

Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM TR-38	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-39	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-46	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-47	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-51	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-2	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.3	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.4	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7b.1	•	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM AE-7b.2	•	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM W-1a	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-2.1	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-2.2	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-6.1	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-6.2	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-1a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-1a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-2a	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-7.1	•	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM CP-1b.1	•	•	•	•	•	•	•	•	•	n/a	n/a	•
MM CP-1b.2	•	•	•	•	•	•	•	•	•	n/a	n/a	•
MM CP-2a	•	•	•	•	•	•	•	•	•	•	•	•
MM CP-3a	•	•	•	•	•	•	•	•	•	•	•	•

**Table ES-2a Mitigation Measure Applicability Matrix [New]**

Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM HZ-1a	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-1b	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-2a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-2a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-5a	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-9	•	•	•	•	•	•	•	n/a	•	n/a	•	n/a
MM HZ-10b	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-12	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-15	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-2a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-3	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-4a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-4a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-4a.3	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-5a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-6a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-10a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-11a	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-1a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-1a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6b.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6b.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6b.3	•	•	•	•	•	•	•	•	n/a	•	•	•

**Table ES-2a Mitigation Measure Applicability Matrix [New]**

Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM HY-12a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-12a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-14	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-4a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-4a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-4c	•	•	•	•	•	•	•	n/a	n/a	•	•	n/a
MM BI-5b.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-5b.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-5b.3	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-5b.4	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-6a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-6a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-6b	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-7b	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-9b	•	•	•	•	•	•	•	•	n/a	•	•	•
MM BI-12a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-12a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-12b.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-12b.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-14a	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-18b.1	•	•	•	•	•	•	•	•	n/a	•	•	•
MM BI-18b.2	•	•	•	•	•	•	•	•	n/a	•	•	•
MM BI-19b.1	•	•	•	•	•	•	•	•	n/a	•	•	•
MM BI-19b.2	•	•	•	•	•	•	•	•	n/a	•	•	•
MM BI-20a.1	•	•	•	•	•	•	•	•	•	•	•	•



**Table ES-2a Mitigation Measure Applicability Matrix [New]**

Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM PS-1	•	•	•	•	•	•	•	•	•	•	•	•
MM RE-2	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-2	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-3a	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-5a	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-7a	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-1	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-2	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-3	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-4	•	•	•	•	•	•	•	•	•	•	•	•

SOURCE: PBS&J, 2010.

“•” indicates that the mitigation measure is applicable; “n/a” indicates that the mitigation measure is not applicable.

**Appendix N:**  
**Report to the State Departments**

San Francisco  
Redevelopment Agency

One South Van Ness Avenue  
San Francisco, CA 94103

415.749.2400



GAVIN NEWSOM, Mayor

Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

March 17, 2010

110-1510-231

California State Department of Finance  
Attn: Chris Hill  
915 L Street  
Sacramento, CA 95814

**RE: Notification of Public Hearing, Hearing Date per CRL Section 33451.5(b), and Transmittal of CRL Section 33451.5(c) Report**

Dear Mr. Hill:

The San Francisco Redevelopment Agency (Agency) is preparing an amendment to the Bayview Hunters Point Redevelopment Plan and an amendment to the Hunters Point Shipyard Redevelopment Plan for consideration by the San Francisco Redevelopment Agency Commission (Agency Commission) and the City and County of San Francisco Board of Supervisors (Board).

Pursuant to the provisions of Sections 33451.5(b) and (c) of the California Community Redevelopment Law (Health and Safety Code Sections 33000 *et seq.*; "CRL"), we are notifying you of the Plan Amendments, the public hearing of the Agency Commission to consider the Plan Amendments and the date of such public hearing. We are also transmitting the Report to the State Departments, pursuant to CRL Section 33451.5(c).

**Public Hearing**

A joint public hearing between the Agency Commission and the San Francisco Planning Commission (Planning Commission) regarding the proposed Amendment to the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, the proposed Amendment to the Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project, and the proposed Final Environmental Impact Report prepared in connection therewith will be held on Thursday, May 6, 2010, at 5 p.m. in the Legislative Chamber, Room 250, City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California. For further information, please call the Agency Commission Secretary, Gina E. Solis at (415) 749-2457 between 9 a.m. and 5 p.m., Monday through Friday.

**CRL Section 33451.5(c) Report**

Pursuant to the provisions of CRL Section 33451.5(c) transmitted herewith for your review and comment are the Reports to the State Departments on the proposed Amendment to the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project and the proposed Amendment to the Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project. These documents include the elements required for the Report to State Departments of Finance and Housing and Community Development, which are demonstrated by the following tables.

**Table 1**  
**CRL Requirements for the Report to State Departments**  
**Bayview Hunters Point Redevelopment Project Area**

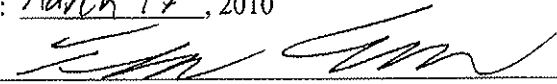
<b>CRL Section 33451.5(c) [Excerpted CRL language in italics]</b>	<b>Reference</b>
<i>(1) A map of the project area that identifies the portion, if any, of the project area that is no longer blighted, the portion of the project area that is blighted, and the portion of the project area that contains necessary and essential parcels for the elimination of the remaining blight.</i>	Preliminary Report Ch. III (Figures III-1–III-9)
<i>(2) A description of the remaining blight.</i>	Preliminary Report Ch. III, Appendices B & C
<i>(3) A description of the projects or programs proposed to eliminate any remaining blight.</i>	Preliminary Report Ch. IV (Sections A, D–F)
<i>(4) A description of how these projects or programs will improve the conditions of blight.</i>	Preliminary Report Ch. IV (Section C), Table IV-2
<i>(5) The reasons why the projects or programs cannot be completed without the plan amendment.</i>	Preliminary Report Ch. I (Section B & D), Ch. II, Ch. V (Sections A & C), Ch. VI
<i>(6) The proposed method of financing these programs or projects. This description shall include the amount of tax increment revenues that is projected to be generated as a result of the proposed plan amendment, including amounts projected to be deposited into the Low and Moderate Income Housing Fund and amounts to be paid to the affecting taxing entities. This description shall also include sources and amounts of moneys other than tax increment revenues that are available to finance these projects or programs. This description shall also include the reasons that the remaining blight cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without the use of the tax increment revenues available to the agency because of the proposed amendment.</i>	Preliminary Report Ch. V, Ch. VI, Appendices E & F
<i>(7) An amendment to the agency's implementation plan that includes, but is not limited to, the agency's housing responsibilities pursuant to Section 33490.</i>	Implementation Plan
<i>(8) A new neighborhood impact report if required by subdivision (m) of Section 33352.</i>	Neighborhood Impact Report

Table 2  
CRL Requirements for the Report to State Departments  
Hunters Point Shipyard Redevelopment Project Area

CRL Section 33451.5(c) [Excerpted CRL language in italics]	Reference
<i>(1) A map of the project area that identifies the portion, if any, of the project area that is no longer blighted, the portion of the project area that is blighted, and the portion of the project area that contains necessary and essential parcels for the elimination of the remaining blight.</i>	Preliminary Report Ch. III (Figures III-2-III-8)
<i>(2) A description of the remaining blight.</i>	Preliminary Report Ch. III, Appendix B
<i>(3) A description of the projects or programs proposed to eliminate any remaining blight.</i>	Preliminary Report Ch. IV (Sections A, D-F)
<i>(4) A description of how these projects or programs will improve the conditions of blight.</i>	Preliminary Report Ch. IV (Section C), Table IV-2
<i>(5) The reasons why the projects or programs cannot be completed without the plan amendment.</i>	Preliminary Report Ch. I (Section B & D), Ch. II, Ch. V (Sections A & C), Ch. VI
<i>(6) The proposed method of financing these programs or projects. This description shall include the amount of tax increment revenues that is projected to be generated as a result of the proposed plan amendment, including amounts projected to be deposited into the Low and Moderate Income Housing Fund and amounts to be paid to the affecting taxing entities. This description shall also include sources and amounts of moneys other than tax increment revenues that are available to finance these projects or programs. This description shall also include the reasons that the remaining blight cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without the use of the tax increment revenues available to the agency because of the proposed amendment.</i>	Preliminary Report Ch. V, Ch. VI, Appendices C & D
<i>(7) An amendment to the agency's implementation plan that includes, but is not limited to, the agency's housing responsibilities pursuant to Section 33490.</i>	Implementation Plan
<i>(8) A new neighborhood impact report if required by subdivision (m) of Section 33352.</i>	Neighborhood Impact Report

Please note that the enclosed reports provide the required elements of the Report to State Departments by combining the Preliminary Report produced in February 2010 (Chapters I through VI) with the Five Year Implementation and the Neighborhood Impact Report. These chapters are components of the report to the legislative body required by CRL Section 33352, which will be produced at the end of March.

Dated: March 17, 2010

By 

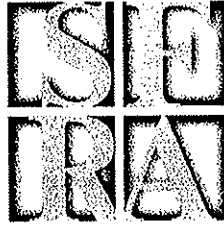
Tom Evans, Lead Planner

- Enclosures:
1. Report to State Departments for the Bayview Hunters Point Redevelopment Plan Amendment as required under CRL Section 33451.5(b) and (c).
  2. Report to State Departments for the Hunters Point Shipyard Redevelopment Plan Amendment as required under CRL Section 33451.5(b) and (c).

San Francisco  
Redevelopment Agency

One South Van Ness Avenue  
San Francisco, CA 94103

415.749.2400



GAVIN NEWSOM, Mayor

Rick Swig, President  
Darshan Singh, Vice President  
London Breed  
Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

March 17, 2010

110-1610-196

California State Department of Housing and Community Development  
Attn: Redevelopment  
1800 Third Street, Suite 430  
Sacramento, CA 95811

**RE: Notification of Public Hearing, Hearing Date per CRL Section 33451.5(b), and Transmittal of  
CRL Section 33451.5(c) Report**

Dear Ms. Creswell:

The San Francisco Redevelopment Agency (Agency) is preparing an amendment to the Bayview Hunters Point Redevelopment Plan and an amendment to the Hunters Point Shipyard Redevelopment Plan for consideration by the San Francisco Redevelopment Agency Commission (Agency Commission) and the City and County of San Francisco Board of Supervisors (Board).

Pursuant to the provisions of Sections 33451.5(b) and (c) of the California Community Redevelopment Law (Health and Safety Code Sections 33000 *et seq.*; "CRL"), we are notifying you of the Plan Amendments, the public hearing of the Agency Commission to consider the Plan Amendments and the date of such public hearing. We are also transmitting the Report to the State Departments, pursuant to CRL Section 33451.5(c).

**Public Hearing**

A joint public hearing between the Agency Commission and the San Francisco Planning Commission (Planning Commission) regarding the proposed Amendment to the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, the proposed Amendment to the Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project, and the proposed Final Environmental Impact Report prepared in connection therewith will be held on Thursday, May 6, 2010, at 5 p.m. in the Legislative Chamber, Room 250, City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California. For further information, please call the Agency Commission Secretary, Gina E. Solis at (415) 749-2457 between 9 a.m. and 5 p.m., Monday through Friday.

**CRL Section 33451.5(c) Report**

Pursuant to the provisions of CRL Section 33451.5(c) transmitted herewith for your review and comment are the Reports to the State Departments on the proposed Amendment to the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project and the proposed Amendment to the Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project. These documents include the elements required for the Report to State Departments of Finance and Housing and Community Development, which are demonstrated by the following tables.

**Table 1**  
**CRL Requirements for the Report to State Departments**  
**Bayview Hunters Point Redevelopment Project Area**

<b>CRL Section 33451.5(c) [Excerpted CRL language in italics]</b>	<b>Reference</b>
<i>(1) A map of the project area that identifies the portion, if any, of the project area that is no longer blighted, the portion of the project area that is blighted, and the portion of the project area that contains necessary and essential parcels for the elimination of the remaining blight.</i>	Preliminary Report Ch. III (Figures III-1--III-9)
<i>(2) A description of the remaining blight.</i>	Preliminary Report Ch. III, Appendices B & C
<i>(3) A description of the projects or programs proposed to eliminate any remaining blight.</i>	Preliminary Report Ch. IV (Sections A, D-F)
<i>(4) A description of how these projects or programs will improve the conditions of blight.</i>	Preliminary Report Ch. IV (Section C), Table IV-2
<i>(5) The reasons why the projects or programs cannot be completed without the plan amendment.</i>	Preliminary Report Ch. I (Section B & D), Ch. II, Ch. V (Sections A & C), Ch. VI
<i>(6) The proposed method of financing these programs or projects. This description shall include the amount of tax increment revenues that is projected to be generated as a result of the proposed plan amendment, including amounts projected to be deposited into the Low and Moderate Income Housing Fund and amounts to be paid to the affecting taxing entities. This description shall also include sources and amounts of moneys other than tax increment revenues that are available to finance these projects or programs. This description shall also include the reasons that the remaining blight cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without the use of the tax increment revenues available to the agency because of the proposed amendment.</i>	Preliminary Report Ch. V, Ch. VI, Appendices E & F
<i>(7) An amendment to the agency's implementation plan that includes, but is not limited to, the agency's housing responsibilities pursuant to Section 33490.</i>	Implementation Plan
<i>(8) A new neighborhood impact report if required by subdivision (m) of Section 33352.</i>	Neighborhood Impact Report



Table 2  
CRL Requirements for the Report to State Departments  
Hunters Point Shipyard Redevelopment Project Area

CRL Section 33451.5(c) [Excerpted CRL language in italics]	Reference
<i>(1) A map of the project area that identifies the portion, if any, of the project area that is no longer blighted, the portion of the project area that is blighted, and the portion of the project area that contains necessary and essential parcels for the elimination of the remaining blight.</i>	Preliminary Report Ch. III (Figures III-2–III-8)
<i>(2) A description of the remaining blight.</i>	Preliminary Report Ch. III, Appendix B
<i>(3) A description of the projects or programs proposed to eliminate any remaining blight.</i>	Preliminary Report Ch. IV (Sections A, D–F)
<i>(4) A description of how these projects or programs will improve the conditions of blight.</i>	Preliminary Report Ch. IV (Section C), Table IV-2
<i>(5) The reasons why the projects or programs cannot be completed without the plan amendment.</i>	Preliminary Report Ch. I (Section B & D), Ch. II, Ch. V (Sections A & C), Ch. VI
<i>(6) The proposed method of financing these programs or projects. This description shall include the amount of tax increment revenues that is projected to be generated as a result of the proposed plan amendment, including amounts projected to be deposited into the Low and Moderate Income Housing Fund and amounts to be paid to the affecting taxing entities. This description shall also include sources and amounts of moneys other than tax increment revenues that are available to finance these projects or programs. This description shall also include the reasons that the remaining blight cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without the use of the tax increment revenues available to the agency because of the proposed amendment.</i>	Preliminary Report Ch. V, Ch. VI, Appendices C & D
<i>(7) An amendment to the agency's implementation plan that includes, but is not limited to, the agency's housing responsibilities pursuant to Section 33490.</i>	Implementation Plan
<i>(8) A new neighborhood impact report if required by subdivision (m) of Section 33352.</i>	Neighborhood Impact Report

Please note that the enclosed reports provide the required elements of the Report to State Departments by combining the Preliminary Report produced in February 2010 (Chapters I through VI) with the Five Year Implementation and the Neighborhood Impact Report. These chapters are components of the report to the legislative body required by CRL Section 33352, which will be produced at the end of March.

Dated: March 17, 2010

By \_\_\_\_\_

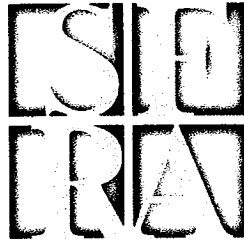
Tom Evans, Lead Planner

- Enclosures:
1. Report to State Departments for the Bayview Hunters Point Redevelopment Plan Amendment as required under CRL Section 33451.5(b) and (c).
  2. Report to State Departments for the Hunters Point Shipyard Redevelopment Plan Amendment as required under CRL Section 33451.5(b) and (c).

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Miguel M. Bustos  
Francee Covington  
Leroy King

Fred Blackwell, Executive Director

April 14, 2010

110-1910-231

California State Department of Finance  
Attn: Chris Hill  
915 L Street  
Sacramento, CA 95814

**RE: Change in Public Hearing Date**

Dear Mr. Hill:

The San Francisco Redevelopment Agency (Agency) is preparing an amendment to the Bayview Hunters Point Redevelopment Plan and an amendment to the Hunters Point Shipyard Redevelopment Plan for consideration by the San Francisco Redevelopment Agency Commission (Agency Commission) and the City and County of San Francisco Board of Supervisors (Board).


Pursuant to the provisions of Sections 33451.5(b) and (c) of the California Community Redevelopment Law (Health and Safety Code Sections 33000 *et seq.*; "CRL"), we notified you of the Plan Amendments, the public hearing of the Agency Commission to consider the Plan Amendments and the date of such public hearing in correspondence dated March 16, 2010. At that time, we also transmitted the Report to the State Departments, pursuant to CRL Section 33451.5(c).

Since that time, the date of the public hearing of the Agency Commission to consider the Plan Amendments has been moved to Thursday, June 3, 2010. This letter serves to notify you of this change in an effort to keep your department abreast of the progress towards completion of the Plan Amendments. The applicable excerpt of the letter, updated to reflect the revised date, is included below:

**Public Hearing**

A joint public hearing between the Agency Commission and the San Francisco Planning Commission (Planning Commission) regarding the proposed Amendment to the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, the proposed Amendment to the Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project, and the proposed Final Environmental Impact Report prepared in connection therewith will be held on Thursday, June 3rd, 2010, at 5 p.m. in the Legislative Chamber, Room 250, City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California. For further information, please call the Agency Commission Secretary, Gina E. Solis at (415) 749-2457 between 9 a.m. and 5 p.m., Monday through Friday.

Dated: April 14, 2010

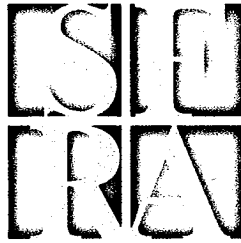
By 

Tom Evans, Lead Planner

San Francisco  
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Fred Blackwell, Executive Director

110-1810-196

April 14, 2010

California State Department of Housing and Community Development  
Attn: Redevelopment  
1800 Third Street, Suite 430  
Sacramento, CA 95811

**RE: Change in Public Hearing Date**

Dear Ms. Creswell:

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Dated: April 14, 2010

By 

Tom Evans, Lead Planner