

ADDENDUM NO. 2 TO FINAL ENVIRONMENTAL IMPACT REPORT

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Date of Publication of Addendum No. 1: November 19, 2003

Date of Certification of Final Environmental Impact Report: February 8, 2000

Lead Agency: Planning Department, City and County of San Francisco
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Project Title: 2006.0829E – Hunters Point Shipyard Phase I Development Program

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Project Address: Hunters Point Shipyard

Assessor's Block and Lot: Block 4591A Lot 10

City and County: San Francisco

Remarks:

Background

The San Francisco Redevelopment Agency and Board of Supervisors adopted the Hunters Point Shipyard Redevelopment Plan in 1997. As authorized in CEQA for base closure actions, the San Francisco Planning Commission and Redevelopment Agency Commission subsequently certified a Final Environmental Impact Report (EIR) on February 8, 2000 (File No. 1994.061E). The project analyzed in the Final EIR is the reuse of the Hunters Point Naval Shipyard (HPS) following disposal by the United States Navy under the Base Closure Act, implementing the Hunters Point Shipyard Redevelopment Plan adopted in 1997.

Subsequent to the certification of the Final EIR, refinements to the proposed development program for Phase I development on portions of HPS Parcels A and B required a reevaluation of the project's impacts and an Addendum was prepared in November 2003 (File No. 2003.0241E). The revised project differed from that analyzed in the EIR in that only Phase I development was under consideration at that time. The first Addendum to the Hunters Point Shipyard Reuse Final EIR determined that the conclusions reached in the certified Final EIR remained valid.

Proposed Revisions to Project

Subsequent to the certification of the Final EIR and completion of the first Addendum, the Phase I development program underwent further refinement largely as a result of a delay in the transfer of Parcel B from the Navy to the Redevelopment Agency. The revised project differs from that analyzed in the Final EIR and the first Addendum. The revised Phase I development program eliminates Parcel B' from the original Phase I development program; transfers up to 362 residential units from Parcel B' to Parcel A'; changes the amount of non-residential land uses; revises the Height and Bulk Limitation Map in the Design for Development; changes the development standards for minimum lot widths and lot sizes; changes the off-street loading requirement; changes the requirement for the placement of street trees; changes the requirement for minimum sidewalk width; and changes open space boundaries.

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter. Notice of any such written determination and the reasons therefor shall be posted in the Planning Department, and shall be mailed to the applicant, the board, commission or department that will carry out or approve the project, to any individual or organization that has commented on the environmental document, and to any other individual or organization requesting such notice in writing."

Analysis of Potential Environmental Effects

See attached analysis and discussion.

Background

The United States Navy (“Navy”) acting jointly with the San Francisco Redevelopment Agency (“Agency”) and the San Francisco Planning Department published a *Draft Environmental Impact Statement/Environmental Impact Report* (“*Draft EIS/EIR*”) for the Disposal and Reuse of Hunters Point Shipyard. The federal action evaluated in the *Draft EIS/EIR* is the Navy disposition of federal property and structures from federal ownership. The local action evaluated is the proposed reuse of the property, as implemented by the *Hunters Point Shipyard Redevelopment Plan* adopted by the San Francisco Board of Supervisors on July 14, 1997.

The *Draft EIS/EIR* was published on November 14, 1997 and distributed to persons requesting the document, to those noted on the distribution list in the *Draft EIR/EIS*, and to public agencies. Four public hearings were held, including two before the San Francisco Planning Commission and the Redevelopment Commission, during the period soliciting written comments (November 14, 1997 to January 20, 1998). Written comments on the *Draft EIS/EIR* informed the preparation of a succeeding document titled the *Revised Draft EIS/EIR* published on November 3, 1998. Subsequent to two public hearings and a period for written comments (November 3, 1998 to January 19, 1999) the San Francisco Planning Department working jointly with the Navy and the Agency decided to prepare a separate *Final EIR* and *Final EIS*.

On February 8, 2000, the *Hunters Point Shipyard Reuse Final Environmental Impact Report* (“*Final EIR*”) was certified as complete and in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. On March 3, 2003 the *Final Environmental Impact Statement for Disposal and Reuse of Hunters Point Shipyard* (“*Final EIS*”) was prepared and filed by the Navy with the EPA pursuant to the National Environmental Policy Act (“NEPA”).

In early 1999, the San Francisco Redevelopment Agency entered into an Exclusive Negotiating Agreement with Lennar/BVHP, LLC to prepare a specific development plan to implement the *Hunters Point Shipyard Redevelopment Plan* and negotiate a Disposition and Development Agreement (“DDA”) for transfer of the Shipyard. Lennar/BVHP undertook an extensive community planning process and presented a Preliminary Development Concept (PDC) for Hunters Point Shipyard in late 1999. In 2000-2001, proposed changes to the PDC resulted in the Phase I development program adopted by the San Francisco Redevelopment Agency in 2003 based on the analysis in the *Addendum to the Hunters Point Shipyard Reuse Final EIR*, adopted on November 19, 2003 (“*Addendum No. 1*”).

Under the DDA, Lennar/BVHP will develop infrastructure for the Phase I development program and prepare lots for development by the San Francisco Redevelopment Agency, Lennar/BVHP, and other third party developers. Phase I development would be built in the near term, with completion estimated by 2010. Phase I development includes land uses allowed in the *Hunters Point Shipyard Redevelopment Plan*, and focuses on the portions of the Shipyard that federal and

state environmental regulators have determined or will soon determine suitable for development following completion of environmental cleanup. For purposes of the cleanup program, the Shipyard is divided into six parcels, identified as Parcels A through F. The portions of Parcel A that is planned for development under the revised Phase I development program is identified as Parcel A'.

Proposed Changes to Project

The Navy issued its Final Finding of Suitability to Transfer (FOST) for Parcel A in October 2004. Federal, state and local environmental regulators concurred with this conclusion, and the Agency accepted title in December 2004.¹ Subsequently, the Agency transferred the portions of Parcel A to be privately developed to Lennar/BVHP in April 2005. Construction activities such as grading are currently ongoing on Parcel A'. Parcel B was expected to be the next parcel available for transfer, following the completion of environmental cleanup. The Navy's FOST for Parcel B' has been delayed because remediation of hazardous chemicals in soil and groundwater is taking longer than the projected two to three years.

Lennar/BVHP has proposed changes to the Phase I development program in response to delays in the completion of environmental cleanup on Parcel B'. The residential units and a limited amount of the commercial development planned for Parcel B' are proposed to be transferred to Parcel A' of the Phase I development program. Research and Development/Office (R&D/Office) uses and the community-serving facilities planned for Parcel B' are not proposed to be moved to Parcel A'. The proposed amendments to the Design for Development are needed to accommodate the increase in residential development in Parcel A'. The proposed changes to the development standards include increased dwelling unit densities for the residential blocks on Parcel A', changes to the Height and Bulk Limitation Map for Blocks 53 and 54, clarification of the applicability of the bulk designation for the 45-foot height district, clarification of the off-street loading requirements, changes to the minimum lot widths and minimum lot sizes on the Hilltop and Hillside subareas, changes to the area coverage on Block 48, changes to the common and/or private usable open space requirements on Block 48, revisions to the requirement to provide street trees to be applicable where feasible, clarification of the requirement for minimum 10-foot-wide pedestrian zones, and changes to open space boundaries in the Innes Court area and Blocks 56 and 57.

The proposed elimination of Parcel B' from the Phase I development program due to delays in the environmental cleanup program, the transfer and redistribution of residential and commercial development planned for Parcel B' to Parcel A', and changes to the development standards established in the Design for Development document necessitate preparation of a second

¹ The City will only accept conveyance following certification that the land is clean and safe for development by the U.S. Environmental Protection Agency, the California Environmental Protection Agency Department of Toxic Substances Control, the California Regional Water Quality Control Board, the San Francisco Department of Public Health, and an independent City consultant.

Addendum. Pursuant to CEQA Guidelines Section 15091 (Findings), 15092 (Approvals), and 15164 (EIR Addenda), the decision makers for the approval actions must consider the information contained in this *Addendum No. 2*, *Addendum No. 1*, and the *Hunters Point Shipyard Final EIR*, prior to making a decision on the project.

This *Addendum* summarizes the conclusions presented in *Addendum No. 1* and the *Hunters Point Shipyard Reuse Final EIR* that are relevant to the issues raised by the proposed changes to the Phase I development program, reports on any potential physical environmental impacts resulting from proposed changes to the Phase I development program in light of that information and other information now available, and concludes that the proposed changes to the Phase I development program are within the scope of those environmental analyses, would not result in any new significant environmental effects, and do not require additional environmental review.

A replacement development plan that includes Parcel B' has not been developed. Upon completion of environmental cleanup, Parcel B' will be included in future development plans for the remainder of the Hunters Point Shipyard. These future development plans would be subject to further environmental review in accordance with CEQA.

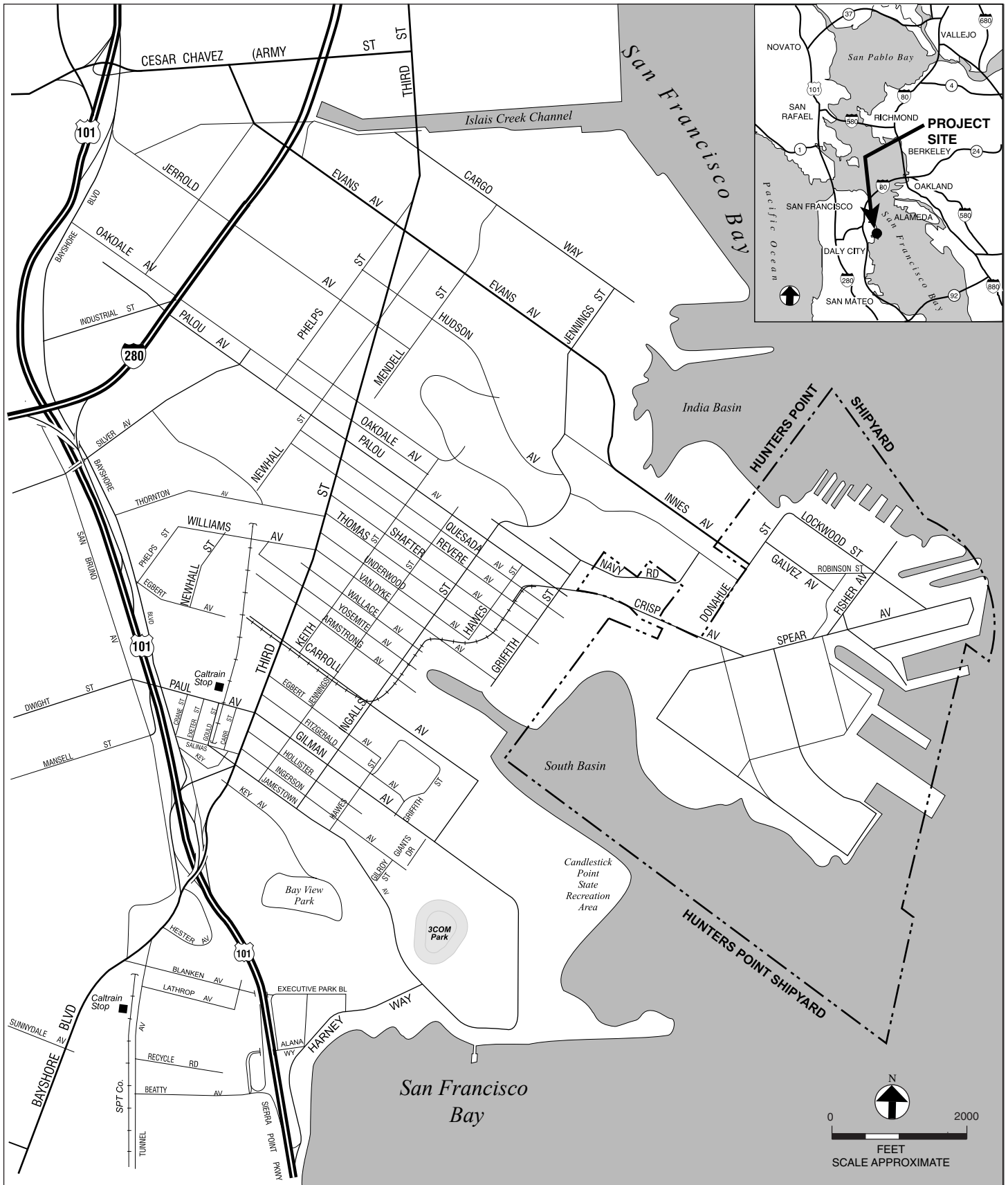
PROJECT DESCRIPTION

Location

The Hunters Point Shipyard Redevelopment Project Area is generally bounded by San Francisco's Bayview Hunters Point community to the west and San Francisco Bay to the north, east, and south (see **Figure 1: Hunters Point Shipyard Location**). The Project Area comprises all of the dry land shown on the Redevelopment Plan boundary map, about 494 acres, plus the surrounding submerged acres that were formerly used as a naval shipyard facility. In recent years the shipyard has been largely vacant and underutilized. The dry land acreage is characterized by deteriorated, obsolete or dysfunctional buildings and deteriorated or obsolete infrastructure. The original Phase I development program included portions of Parcels A and B located in the northwestern portions of the Shipyard (see **Figure 2: Revised Phase I Development Area and Land Use Plan**).

Revised Phase I Development Program

The revised Phase I development program removes Parcel B' from Phase I, transfers up to 362 residential units and up to 60,000 sq. ft. of support retail from Parcel B' to Parcel A', increases the dwelling unit densities for the residential blocks on Parcel A', changes the Height and Bulk Limitation Map for Blocks 53 and 54, clarifies the applicability of the bulk designation for the 45-foot height district, clarifies the off-street loading requirements, changes to the minimum lot widths and minimum lot sizes on the Hilltop and Hillside subareas, changes the area coverage on Block 48, changes to the common and/or private usable open space requirements on Block 48,



SOURCE: Korve Engineering

HUNTERS POINT SHIPYARD PHASE I

FIGURE 1: PROJECT LOCATION



SOURCE: SMWM

HUNTERS POINT SHIPYARD PHASE I

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FIGURE 2: REVISED PHASE I DEVELOPMENT AREA AND LAND USE PLAN

revises the requirement to provide street trees to be applicable where feasible, clarifies the requirement for minimum 10-foot wide pedestrian zones, and changes the open space boundaries in the Innes Court area and Blocks 56 and 57.

The total number of residential units to be analyzed would remain at 1,600, because this represents the maximum number of units anticipated for the Phase I development, though fewer units may be developed, depending on final design plans. Infrastructure development would continue to support 1,600 residential units and 132,000 sq. ft. of mixed-use commercial development planned for in the original Phase I development program. Up to 362 residential units originally planned for Parcel B' would transfer to Parcel A' and would be distributed among the residential blocks. Six acres of land located on Parcel B' and on the west side of Galvez Avenue in Parcel A' were identified as community sites and were originally planned to be developed with about 252,000 sq. ft. of community-serving facilities as part of the "mixed-use" space. The 200,000 sq. ft. of community-serving facilities planned for Parcel B' are removed from the revised Phase I development program. The proposed changes would also eliminate 220,000 sq. ft. of R&D/office space and would transfer up to 60,000 sq. ft. of support retail planned for Parcel B' to Parcel A'. The revised Phase I development program for Parcel A' would accommodate up to 1,600 units of housing, an Interim African Market on 1.2 acres, up to 80,000 sq. ft. of neighborhood-serving retail/commercial space, and 52,000 sq. ft. of community-serving facilities.² The proposed land uses are shown in Figure 2: Revised Phase I Development Area and Land Use Plan.

The development program analyzed in the *Final EIR* (assumed to reach buildout in 2010) and the revised Phase I development program for Parcel A' (with completion estimated by 2010) include the same types but different mixes of land uses, as shown in Table 1. The revised Phase I development program proposes approximately 90 percent less commercial development than is analyzed for 2010 in the *Final EIR*. The revised Phase I development program does not include any space devoted to R&D/office, whereas the original Phase I development program included proportionally more space devoted to R&D/office than the amount analyzed in the *Final EIR* for 2010. No industrial use is proposed for the revised Phase I development program.

The total number of residential units in the revised Phase I program is about 300 units more than the 1,300 units assumed to be completed in the *Final EIR* by 2010 (see **Table 1: Comparison of the Revised Hunters Point Shipyard Phase I Development Program (Parcel A' only) to the Original Phase I Development Program (Parcels A' and B') and the Revised EIR Reuse Plan Alternative for the Years 2010 and 2025**), as discussed for the original Phase I development program in *Addendum No. 1*. The revised Phase I program could accommodate all 1,600 residential units in Parcel A'. The *Final EIR* analyzed 800 residential units in Parcel A' by

² Expected uses included non-profit offices, artist studios, art galleries, health and educational services, and other community uses allowable under the Redevelopment Plan.

2010 and about 500 units in Parcel B', totaling 1,300 units.³ Thus, the *Final EIR* included 800 fewer units in Parcel A' by 2010 than proposed in the revised Phase I development program. An increase of 800 residential units on the residential blocks on Parcel A' and the elimination of residential units on Parcel B' represent a redistribution of residential density, and not a substantial change in the total number of units analyzed in the *Final EIR* for 2010. The *Final EIR* includes an additional 300 live/work units in Parcel B' by 2010, bringing the total number of units analyzed in the *Final EIR* to be developed by year 2010 to 1,600.

Table 1: Comparison of the Revised Hunters Point Shipyard Phase I Development Program (Parcel A' only) to the Original Phase I Development Program (Parcels A' and B') and the Revised EIR Reuse Plan Alternative for the Years 2010 and 2025

	Revised Phase I Development Program	Original Phase I Development Program ¹	Revised EIR 2010 ²	Revised EIR 2025
Land Use				
Mixed Use (MU)	132,000	332,000	570,000	1,150,000
R&D/Office	0	220,000	65,000	312,000
Industrial	0	0	385,000	775,000
Cultural/Education	0	0	385,000	555,600
Total Commercial sq. ft.	132,000	552,000	1,355,000	2,792,600
Residential	1,600	1,600 d.u.	1,300 d.u.	1,300 d.u.
Live/Work (l/w)	0	0	300 l/w	500 l/w
Total Residential and Live/Work	1,600	1,600	1,600	1,800

Notes:

1. All development proposed on parts of Parcels A and B was assumed to take place before 2010. No development on the remainder of A and B or on Parcels C and D was specified in *Addendum No. 1*. The 252,000 sq. ft. of community space was included in the Phase I program total for commercial space. Expected uses included non-profit offices, artist studios, art galleries, and other community uses. The authorized Redevelopment Plan commercial land uses in this table included Mixed Use and Support Retail. The Community Sites were reflected in the total for those two land uses.
2. Revised Final Environmental Impact Report for the Hunters Point Shipyard Reuse Plan, October 1998, certified February 2000, p. 2-6, Table 2.2-1. Covers development on all parcels projected through year 2010. The Revised EIR also analyzes full buildout, assumed to occur by 2025.

Sources: Lennar/BVHP, LLC; and Revised Final Environmental Impact Report for the Hunters Point Shipyard Reuse Plan, certified February 2000.

Dwelling Unit Density Standards

The proposed transfer of up to 362 residential units requires an amendment to the existing residential density ranges on the residential blocks of Parcel A' in the Design for Development document. The Design for Development as adopted on September 30, 1997 and last amended on

³ According to pp. 4-40 to 4-43, and Note 2 in Table 4.4-2 on p. 4-41 of the *Final EIR*, approximately 800 residential units would be developed in Parcel A, and 500 mixed use units would be developed in Parcel B, a total of 1,300 units by 2010. These totals do not include an additional 300 live/work units by 2010 and 200 more by 2025.

December 9, 2004, established a range of residential densities. The proposed revisions to the Design for Development text on p. 14 reads as follows with new language underlined and deletions shown in strikeout:

The density of housing dwelling units (DU) per acre shall not exceed:

- 135 DU/acre on Blocks 49, 50, and 51.
- 100 DU/acre on Blocks 1, 2, 4, ~~49, 50, and 51.~~
- 80 DU/acre on Blocks 52, 53 and 54.
- ~~73 DU/acre on Blocks 52, 53 and 54.~~
- 65 DU/acre on Block 48.
- 57 DU/acre on Block 57.
- 54 DU/acre on Blocks 3, 7, 8, 10, 11, 13, 14, 15, 46, 47, ~~48, 56 and 57.~~
- 29 DU/acre on Block 55.

For all residential development in the Project Area, the minimum density shall be 18 DU per acre and the maximum density shall be ~~100~~135 DU per acre. Fractional numbers resulting from the application of the density standards provided above shall be rounded up.

In general, ~~Distribution~~ distribution of units ~~within~~ between a block may result in densities on individual lots exceeding numbers indicated above, provided that the balance for the whole block does not exceed the maximum density for said block. The density determinations on Blocks 49 to 51 shall be established by the total number of residences on the three blocks over the entire area of said blocks.

Thus the proposed amendments to the range of densities established in the Design for Development result in the following set of densities for blocks in Parcel A':

- 135 DU/acre averaged over Blocks 49, 50, and 51.
- 100 DU/acre on Block 1.
- 80 DU/acre on Blocks 52, 53, and 54.
- 65 DU/acre on Block 48.
- 57 DU/acre on Block 57.
- 54 DU/acre on Block 56.
- 29 DU/acre on Block 55.

The proposed changes to the density of housing dwelling units would require an update of *Figure 4: Dwelling Unit Density (Maximum Density Permitted)* on p. 15 of the Design for Development document to reflect the changes indicated above.

Height and Bulk

The proposed revisions to the Height and Bulk Limitation Map do not alter the height limits on Blocks 53 and 54 on Parcel A'. The proposed revisions reconfigure how the existing height and

bulk limits are applied on these blocks and clarify the applicability of the bulk designation for the 45-foot height district. Block 53 is bounded by Innes Avenue on the north, Jerrold Avenue on the south, Friedel Avenue on the west, and Coleman Street on the east. Block 54 is bounded by Hudson Street on the north, Innes Avenue on the south, Friedel Avenue on the west, and Coleman Street on the east. Currently, the Height and Bulk Limitation Map (see Figure 6 on p. 18 of the Design for Development) shows a 55-foot height limit and a bulk designation “A” for all lots on Block 53 and Block 54 that front Innes Avenue and Friedel and Coleman Streets. Block 53’s Jerrold Avenue and Block 54’s Hudson Avenue frontages show a 45-foot height limit and a bulk designation “X”. The proposed changes would amend the Height and Bulk Limitation Map to show a 55-foot height limit and bulk designation “A” for all lots on Blocks 53 and 54 that front Friedel and Coleman Streets (for a depth of 25% of the Block for these street frontages) and to show a 45-foot height limit and bulk designation “X” for all lots on Blocks 53 and 54 that front Hudson, Innes, and Jerrold Avenues (which would correspond to approximately half the length of the Block for these street frontages). The Height and Bulk Limitation Map includes a “Note: See Table 270 in Section 270 of the Planning Code” for the measurement of bulk and provides, among other considerations the height above which the maximum plan dimensions (length and diagonal) apply. For the “A” bulk designation that height is indicated to be 40 feet, which is the prevailing height designation for residential areas through the City. Because the prevailing height limit in Hunters Point is 45 feet, the intentions is to use 45 feet as the height above which the maximum plan dimensions shall apply for all the A bulk districts. This clarification requires that the Note on the Height and Bulk Limitation Map on p. 15 of the Design for Development document be amended to read as follows with new language underlined and deletions struck out:

“Note: See Table 270 in Section 270 of the Planning Code for the determination of the maximum plan dimensions; the height above which the maximum dimensions apply is 45 feet.”

Off-Street Loading

Proposed clarification of the off-street loading requirements established in the Design for Development provides the Agency with flexibility to establish appropriate off-street loading ratios and loading dock sizes. This clarification requires that the language on pp. 16 and 18 of the Design for Development be amended to read as follows with new language underlined and deletions shown in strikeout:

“Off-street loading shall be provided ~~for the following gross~~ per square feet of floor area as indicated in the following chart. A lower ratio may be established by the Redevelopment Agency based on a development-specific loading study:”

- *“Retail Stores, Industry and Live/Work units:
None for 0 to 10,000 sq. ft.
1 for 10,001 to 60,000 sq. ft.
2 for 60,001 to 100,000 sq. ft.
3 for over 100,001 sq. ft.
1 for each additional 80,000 sq. ft.*

(For example 150,000 sq. ft. would require 3 spaces and 200,000 sq. ft. would require 4 spaces)”

- *“All other uses
None for 0 to 100,000 sq. ft.
1 for 100,001 to 200,000 sq. ft.
2 for 200,001 to 500,000 sq. ft.
3 for over 500,001 sq. ft.
1 for each additional 400,000 sq. ft
(For example 700,000 sq. ft. would require 3 spaces and
950,000 sq. ft. would require 4 spaces)”*

*“In the case of any structure or use for which more than one loading space is required, the ratio of smaller spaces to standard spaces shall be 50%.
The first off-street loading space shall be for a smaller vehicle having a minimum width of 10 feet, a minimum length of 25 feet and a minimum vertical clearance, including entry and exit, of 12 feet. The second off-street loading space (standard) shall have a minimum width of 12 feet, a minimum length of 35 feet and a minimum vertical clearance, including entry and exit, of 14 feet”.*

The proposed revisions to the off-street loading requirements maintain the original ratios established in the Design for Development, as indicated in the chart above. The revision provides the Agency with the option of reviewing and adopting different ratios based on development-specific studies.

Lot Widths, Lot Sizes, and Area Coverage

Proposed revisions to the Design for Development development guidelines for building typology and massing on the Hilltop and Hillside subareas focus on minimum lot widths and minimum lot sizes and area coverage on Block 48. The proposed revisions to the text on p. 30 of the Design for Development document related to residential blocks in the Hilltop subarea are as follows with new language underlined and deletions shown in strikeout:

Provide typical block modulations with lot widths or architectural articulation and rhythm ranging from ~~18~~16.5 to ~~32~~24 feet, potentially wider for corner lots (~~18~~16.5 to 25 feet for townhouses, 25 to ~~27~~40 for flats buildings, 32 or more feet for corner buildings). Multiple lot developments will comply with this modulation.

Lot minimum area shall be ~~1,600~~1,485 square feet, except for residential mews where no minimum is required.

The proposed revisions to the text on p. 34 of the Design for Development document related to the Hillside subarea are as follows with new language underlined and deletions shown in strikeout:

Provide typical block modulations with lot widths or architectural articulation and rhythm ranging from 25 to ~~32~~40 feet or wider for corner lots.

Lot minimum area shall be ~~1,800~~1,600 square feet.

The proposed revision to the Area Coverage table on p. 14 of the Design for Development document related to the Hillside subarea is as follows with new language underlined and deletions shown in strikeout:

The percentage of land and/or parking podium that may be covered by residential buildings shall not exceed that indicated in the following table:

<i>Block Number</i>	<i>Area Coverage*</i>
<i>7, 8, 10, 11, 13, 14, 15, 46, 47, 55</i>	<i>65 % of block area</i>
<i>3, 5, 6, 9, 12, 48, 56, 57</i>	<i>70 % of block area</i>
<i>1, 2, 4, 48, 52, 53, 54</i>	<i>75 % of block area</i>
<i>49, 50, and 51</i>	<i>85 % of block area</i>

To the maximum extent feasible, private or common open space shall be provided at ground level. The amount of land coverage for non-residential buildings shall be determined by applying the floor area ratios as shown on Figure 5, "Floor Area Ratio Map."

Block massing and site plan arrangements may result in area coverage on individual lots exceeding the percentages indicated in table above, provided that the balance for the whole block does not exceed the maximum area coverage ratio for said block.

Architecture

Proposed revisions to the General Development Guidelines in the Design for Development document on p. 26 of the Design for Development document are as follows with new language underlined and deletions shown in strikeout:

Provide street trees on all streets, where feasible, with additional trees and benches at the intersection.

Street Design

Proposed revisions to the General Development Guidelines in the Design for Development document focus on the minimum width of sidewalks to clarify discrepancies between the Design for Development document and a draft Streetscape Master Plan (dated November 8, 2004). The draft Streetscape Master Plan shows sections through all the Phase I streets; typically showing 5-foot wide sidewalks adjacent to 8-foot wide landscaped areas. The text in the Design for Development guideline indicates that sidewalks should be, at a minimum, ten feet wide. The proposed revisions to the text on p. 26 of the Design for Development document are as follows with new language underlined and deletions shown in strikeout:

Provide minimum ten foot ~~sidewalks~~ wide pedestrian zone.

Open Space

Changes to the amount and location of open space are proposed in response to comments from the State Lands Commission regarding public accessibility to open space located east of Blocks 56 and 57. Innes Court runs east-west between Blocks 56 and 57 on the northeastern portion of the Hilltop subarea of Parcel A' and terminates at the proposed Hillpoint Park. The Innes Court roadway curb-to-curb widths on both sides of the median are proposed to be widened to provide for on-street parking at State Lands Commission request. The proposed changes would require revisions to *Figure 9: Area # 1: Hilltop Urban Design Plan* on p. 29 of the Design for Development document. The revisions to the graphic would show a slight reduction in the size of the Innes Court median to reflect the widening of Innes Court roadway, and would show shorter alleyways to provide additional open space beside residential lots in exchange for "squaring off" the lowest lots at the south ends of Blocks 56 and 57 on both sides of Innes Court. The net change in the amount of open space as a result of these proposed revisions would be a decrease of about 2,013 sq. ft. of open space; the total of amount of open space would remain approximately 34 acres.

Changes to the standards for common and/or private usable open space provided for each dwelling unit on Block 48 are also proposed. The proposed revisions to the text on p. 19 of the Design for Development document are as follows with new language underlined and deletions shown in strikeout:

Usable, easily accessible open space shall be composed of an outdoor area or areas designed for outdoor living, recreation or landscaping (including ground level yards, decks, balconies, porches and roofs, which are safe and suitably surfaced and screened). It shall be provided for each dwelling unit as follows:

- *Blocks 1, 2, 3, 5, 6, 9, 12, 49, 50, 51, 52, 53 and 54: 80 sq. ft. minimum.*
- *Blocks 4, 7, 8, 10, 11, 13, 14, 46, 47, ~~48~~, 56 and 57: 100 sq. ft. minimum.*
- *Blocks ~~48 and~~ 55: 100 sq. ft. minimum.*

At the developer's choice, open space shall be provided as private or common open space. In the calculation of either private or common usable open space those projections included in these "Development Standards" shall be permitted.

Circulation and Transportation Improvements

Improvements to Fairfax Avenue, Lockwood Street, McCann Street and Donahue Street east of Galvez Avenue in Parcel B' would not occur under the revised Phase I development program. Improvements to existing streets including the Innes Court roadway and the construction of new streets identified in the original Phase I development program for Parcel A' would continue to be part of the development program. The transfer of up to 362 residential units to Parcel A' may require changes in the alignment of streets in Parcel A'.

Utilities

Utilities planned for Phase I development in the Hilltop and Hillside areas of Parcel A' would be developed in streets, as described in *Addendum No. 1*. Realignment of some streets to accommodate larger numbers of units would not result in any changes in utilities planned to serve Parcel A'.

Construction Activities

Construction activities described for Parcel A' in *Addendum No. 1* would not change as a result of the proposed changes to the Phase I development program.

Interim Uses

Interim uses and existing leases on Parcel B' would not be changed by the proposed revisions to the Phase I development program. These activities would continue under the interim lease that transferred caretaking responsibility for those areas of the Shipyard transferred by the Navy to the Redevelopment Agency but not yet conveyed by the Agency to a third party such as Lennar/BVHP. The land uses on Parcel B' described in the *Final EIR*, Chapter 3, Affected Environment would not result in any substantial changes in activity on the Shipyard.

Approvals Required

Major approvals that would need to be taken by the San Francisco Redevelopment Agency, various City commissions and departments, the Board of Supervisors, and the State Lands Commission are listed below.

1. Tentative Map Related Actions

- Department of Public Works – Approval of Tentative Subdivision Map.
- Department of Public Works – Review street vacations and make recommendation to Board of Supervisors.
- Board of Supervisors – Approve ordinance vacating streets.

2. Project Approval Actions

- Design for Development Amendments
 - Planning Commission – Review for consistency with General Plan and approve amendments.
 - SFRA Commission – Review and approve Design for Development amendments.
- SFRA – Review and approve conceptual and schematic design and construction documents pursuant to VDRDAP procedures.
- SFRA Commission – Review and approve Open Space Master Plan and Streetscape Plan.
- Department of Building Inspection – Review and approve Site Permit and Addenda.

3. Transactional Actions

- SFRA Commission – Review and approve amendment to the DDA and associated documents.

COMPARISON OF REVISED PHASE I DEVELOPMENT PLAN TO REUSE PLAN IN FINAL EIR

The revised Phase I development program is consistent with the project analyzed in *Addendum No. 1* and the *Final EIR*. The *Final EIR* analyzed impacts in two future years: partial development in 2010 and full buildout in 2025. For both analysis years, new development was assumed to be located throughout the Shipyard; exact locations were not specified. The revised Phase I development program for Parcel A' is expected to be built out by 2010. Therefore, it is appropriate to compare the impacts of the revised Phase I development program for Parcel A' with those presented in *Addendum No. 1* and the *Final EIR* for the year 2010.

Buildout of the Hunters Point Shipyard Redevelopment Project Area was assumed to occur by 2025 in the *Final EIR*, completing development throughout the Shipyard. The development for the remainder of the Shipyard likely would be consistent with the land uses and development principles set forth in the Redevelopment Plan and Preliminary Development Concept; however, given the uncertainty of the clean-up and transfer schedule for these parcels, it is not possible to establish a precise development program for them. Therefore, the development program assumed in the *Final EIR* for 2025 remains a reasonable presumption for buildout of the Shipyard. The analysis in *Addendum No. 1* discussed the Phase I development program for Parcels A' and B' at the Shipyard and focused mainly on the development anticipated between that time and 2010. *Addendum No. 1* concluded that the analyses conducted and the conclusions reached in the *Final EIR* remained valid. The goal of this subsequent analysis and discussion, *Addendum No. 2*, is to determine whether the *Final EIR* analysis and *Addendum No. 1* analysis adequately address the effects of the revised Phase I development program.

The revised Phase I development program differs from descriptions in the *Hunters Point Shipyard Reuse Final EIR* and *Addendum No 1* as follows:

- Changes in the location and/or density of residential units,
- Changes in the location and/or intensity of non-residential uses,
- Changes to the Height and Bulk Limitation Map for Blocks 53 and 54,
- Clarification of the applicability of bulk designation for the 45-foot height district,
- Clarification of the off-street loading requirements,
- Changes to the minimum lot widths and minimum lot sizes on the Hilltop and Hillside subareas,
- Changes to the area coverage requirements for Block 48,
- Changes to the common and/or private usable open space requirements on Block 48,

- Changes to the requirements for placement of street trees,
- Clarification of the standard for minimum 10-foot-wide pedestrian zones, and
- Changes in the location of open space in response to a State Lands Commission request.

The summaries of each of the major topics in the following section describe these changes in greater detail. On the basis of the available information, the analysis supports the conclusion that a subsequent or supplemental EIR is not required and that an Addendum is the appropriate environmental review document to cover the revised Phase I development program for Hunters Point Shipyard Parcel A'.

ANALYSIS OF PROJECT DESIGN, NEW INFORMATION, AND CHANGES SINCE CERTIFICATION OF THE HUNTERS POINT SHIPYARD *FINAL EIR* AND THE ADDENDUM TO THE HUNTERS POINT SHIPYARD REUSE *FINAL EIR*

The revised Phase I development program for Parcel A' of the Hunters Point Shipyard differs from the proposed project analyzed in the *Final EIR* primarily in the level of detail available. Following is a discussion of each major topic in the *Final EIR* and *Addendum No. 1* in relation to the revised Phase I development program. These discussions provide support for preparing this Addendum to the Hunters Point Shipyard *Final EIR*.

Land Use

A description of the juxtaposition of planned and existing land uses in the short- and medium-term for the reuse of the Shipyard is provided in Section 3.4 of the *Final EIR* (pp. 3-38 to 3-53). The Phase I development program gives specificity to the general nature of the potential land use interactions discussed in the *Final EIR*. *Addendum No. 1* evaluated the potential physical environmental effects associated with the existing and planned land uses under the Phase I development program (pp. 14-16). The analysis indicated that the original Phase I development program would not result in new or different land use interactions than those already analyzed in the *Final EIR*, as stated on p. 16 of the *Addendum*. The proposed transfer of up to 362 residential units and up to 60,000 sq. ft. of support retail planned for Parcel B' to Parcel A' would not require further environmental review beyond that performed in *Addendum No. 1* and the *Final EIR* because it represents a redistribution of residential density and mixed-use commercial development, and not a substantial change in the types of land uses or total number of units analyzed in the *Final EIR* for 2010. The proposed change to the Innes Court roadway and nearby open space would enhance public access to nearby public open space in the median, at the eastern terminus of Innes Court where the Hillpoint Park is proposed to be developed, and below and beside residential lots located on the southern edges of Blocks 56 and 57. The open space location would be slightly different, and the amount of open space would be slightly decreased. The proposed decrease of 25 square feet per dwelling unit in the amount of common and/or private usable open space on Block 48 would continue to provide residents access to open space in their housing areas as well as to public open space planned nearby. These changes to open

space would not result in any new significant land use or open space impacts. Thus, the analysis of the land use changes contained in *Addendum No. 1* and the *Final EIR* remains valid for all development proposed on Parcel A'.

Visual Resources and Aesthetics

The *Final EIR* identified no significant impacts to visual resources or aesthetics (pp. 4-51 to 4-52), based on the development standards and the design guidelines in the Design for Development prepared by the Redevelopment Agency in 1997. The Phase I development program included increased densities and height limits in the Hill Neighborhoods on Parcel A' and increased height limits in the Lockwood Landing area on Parcel B' from those analyzed in the *Final EIR*. The changes to density and height limits for Parcel A' analyzed in *Addendum No. 1* were:

- dwelling unit density in the Hilltop neighborhood originally proposed for 73 or 54 dwelling units per acre was increased to permit up to 100 units per acre,
- dwelling unit density in the Hilltop neighborhood originally proposed for 29 units per acre was permitted at up to 73 units per acre, and
- dwelling unit density in the Hillside neighborhood was increased from 29 dwelling units per acre to 54 units per acre
- height limits for Parcel A' increased by five feet from 50 to 55 feet and 40 to 45 feet.

The changes to density and height limits for Parcel B' analyzed in *Addendum No. 1* were:

- height limits for Parcel B' increased by five feet from 50 to 55 feet for sites south of Donahue Street and from 50 to 55 feet and 40 to 45 feet for the blocks north of Donahue Street, and
- dwelling unit density on Lockwood Landing sites with residential components originally proposed for 54 dwelling units per acre was increased to permit 100 units per acre.

Addendum No. 1 concluded that the visual resources analysis in the *Final EIR* remained applicable to the Phase I development program, and Phase I development would not result in new significant visual effects that would change the conclusions in the *Final EIR*.

Proposed revisions to the Design for Development document for the Phase I development program with the potential to alter visual resources and aesthetics include increased dwelling unit densities, changes to the Height and Bulk Limitation Map for Blocks 53 and 54, clarification of the applicability of the bulk designation for the 45-foot height district, changes to the minimum lot widths and minimum lot sizes in the Hilltop and Hillside subareas, changes to the area coverage requirements on Block 48, changes to the amount of common and/or private usable open space requirements on Block 48, the revision to the requirement to provide street trees to be applicable where feasible, clarification of the requirement for 10-foot-wide pedestrian zones (including sidewalks), and a change in open space boundaries in the Innes Court area and on Blocks 56 and 57.

The proposed changes to the development standards in the Design for Development document would result in an increase of 35 dwelling units per acre (du/acre) on Blocks 49, 50, and 51 from its current maximum of 100 du/acre, an increase of 7 du/acre on Blocks 52, 53 and 54 from its current maximum of 73 du/acre, an increase of 3 du/acre on Block 57 from its current maximum of 54 du/acre, and an increase of 11 du/acre on Block 48 from its current maximum of 54 du/acre. All other dwelling unit densities established in the Design for Development and analyzed in *Addendum No. 1* would remain the same. While the numbers of dwelling units would increase as a result of the proposed changes in densities, the sizes of buildings, controlled primarily by height and bulk limits, would not change substantially. Therefore, the density increases would have no substantial impact on the overall form of new buildings in Parcel A'.

The proposed revisions to the Height and Bulk Limitation Map would amend designations on Blocks 53 and 54 to show a 55-foot height limit and bulk designation "A" for all lots on Blocks 53 and 54 that front Friedel and Coleman Streets and a 45-foot height limit and bulk designation "X" for all lots on Blocks 53 and 54 that front Hudson, Innes, and Jerrold Avenues (for approximately half the length of each street frontage). The proposed Height and Bulk Limitation Map revisions would reconfigure the location of the 45- and 55-foot height districts on Blocks 53 and 54 and would not increase height limits. Proposed revisions to the applicability of bulk controls in the 45-foot and higher height districts indicate that the prevailing height limit in Hunters Point is 45 feet and would clarify the intention to use 45 feet as the height above which the maximum plan dimensions (length and diagonal) shall apply for all the "A" bulk districts.

The proposed revisions to the Height and Bulk Limitation Map would continue to support the urban design concepts that buildings be shaped to reinforce the presence of the hill, accentuate the natural hill shape, and create hierarchy and definition of spaces. The reconfiguration of the 45- and 55-foot height districts on Blocks 53 and 54 would continue to maximize views of the water and accentuate the hill form through the placement of the slender portion of taller buildings near the crown of the hill. The clarification to the applicability of bulk controls would vary the forms of buildings at the upper floors to better accentuate the natural form of the hill and maximize view opportunities from housing units. The key urban design concepts for the Hilltop subarea would remain part of the approach to development in the Hilltop subarea.

The proposed reductions in minimum lot widths and minimum lot sizes on the Hilltop and Hillside subareas, the proposed requirement to construct 10-foot-wide pedestrian zones, and the change in open space boundaries in the Innes Court area and on Blocks 56 and 57 would continue to support the key urban design concepts of the Design for Development document. Among these concepts are the creation of midblock breaks to develop and enhance view opportunities into and through residential blocks, the provision of a diversity in scale and housing types, enhancement of public rights-of-way with special attention to setbacks, building materials, and the location of building entries, and the establishment of a consistent and comprehensive open space network that connects with pedestrian-oriented ways such as alleys and mews. The proposed revisions would

continue to support building architecture, site planning and urban design elements that reinforce the presence of Hunters Point Hill, enhance its natural forms, and provide new visual links through blocks and from terminal points.

Development in Parcel A' under the revised Phase I development program would continue to be consistent with development in nearby residential areas, as discussed in the *Final EIR* on p. 4-52 and *Addendum No. 1* p. 17 and would continue to protect views by maintaining the building heights analyzed in *Addendum No. 1*. Therefore, the visual resources analysis in the *Final EIR* and *Addendum No. 1* remains applicable to the revised Phase I development program and would not result in new significant visual impacts.

Shadow

Changes resulting from the proposed revisions to the Phase I development program include minor changes to the height and bulk limits for Parcel A' lands. The proposed revisions would reconfigure the location of the 45- and 55-foot height limits on Blocks 53 and 54 and alter the bulk controls in the 45-foot and higher districts. There would be no increase in height limits; thus, the effects of shadow analyzed in *Addendum No. 1* remain valid for all development proposed on Parcel A'. The reconfiguration of height limits and the revised applicability of bulk controls in 45-foot and higher districts on Blocks 53 and 54 in Parcel A' would result in slightly longer shadows at the following street intersections: Friedel Street with Hudson, Innes, and Jerrold Avenues and Coleman Street with Hudson, Innes, and Jerrold Avenues. These longer shadows would not be expected to cast additional net new shadow on parks and public open space planned for the Shipyard. Slightly shorter shadows would occur on the midblock sidewalks of Hudson, Innes, and Jerrold Avenues between Friedel and Coleman Streets. While there is planned open space in the Hilltop subarea, these areas are about two blocks from Blocks 53 and 54, and intervening buildings although shorter, would still be expected to intercept shadows cast by any 55-foot-tall buildings at the Friedel and Coleman Street intersections. Therefore no new significant shadow impacts would result from the proposed revisions to the Height and Bulk Limitation Map and clarification of the applicability of bulk controls in the 45-foot and higher districts on Blocks 53 and 54 in Parcel A'.

Transportation

Minor realignments of streets on Parcel A' and the proposed change to the off-street loading requirements would not substantially impact the circulation system on Parcel A' as ample street capacity is planned on-site to handle the changes to on-site circulation patterns resulting from the transfer of up to 362 residential units and up to 60,000 sq. ft. of support retail from Parcel B' to Parcel A'. *Addendum No. 1* concluded that traffic impacts could result from development of

Phase I, but they would be substantially less than the impacts described in the *Final EIR*.⁴ It was determined that Phase I development would not result in new significant impacts at intersections outside the Shipyard beyond those identified in the *Final EIR*. The revised Phase I development would generate fewer daily and p.m. peak hour person trips and vehicle trips than the number estimated to occur in the original Phase I development program and in the *Final EIR* in 2010 under partial development at the Shipyard. This result follows from the limited amount of non-residential development planned for the revised Phase I development program, including eliminating R&D/office uses and sites for community-serving facilities in the revised Phase I development program, in comparison to the original Phase I and the *Final EIR* for 2010.

Thus, the traffic analysis contained in *Addendum No. 1* remains valid for all development proposed on Parcel A'.

Noise

The proposed elimination of Parcel B' and the deferment and/or relocation of its land uses would result in less traffic noise and less construction noise over the short-term. While the addition of up to 362 residential units in the Hill neighborhoods in Parcel A' would result in some additional traffic-generated noise, the amount of additional travel (fewer than 360 vehicle trips in the p.m. peak hour spread throughout the Hill neighborhoods in Parcel A') would not cause noise levels to increase to unacceptable levels. No industrial uses are proposed for Parcel A', so noise from trucks identified in the *Final EIR* would not occur in this area. Proposed changes to the Phase I development program would not change most of the noise analysis or conclusions in the *Final EIR* and *Addendum No. 1*. Truck traffic noise on Donahue Street that was identified in the *Final EIR* would be expected to occur in the future, as described and summarized in *Addendum No. 1*, but would not occur in Phase I. The mitigation measure identified in the *Final EIR* would continue to be inapplicable to Phase I development, as discussed on p. 23 of *Addendum No. 1*. Thus, the analysis contained in the *Final EIR* and *Addendum No. 1* remains valid for all development proposed on Parcel A'.

Air Quality

Changes to the Phase I development program would not result in any increases in traffic-generated emissions or other air emissions compared to those identified in the *Final EIR* or *Addendum No. 1*. Therefore, impacts identified in the previous environmental review documents would remain the same or would be somewhat reduced. No new mitigation measures would be needed.

⁴ As part of the transportation analysis for *Addendum No. 1*, an analysis of daily and p.m. peak hour trip generation, both person trips and vehicle trips generated by development planned in Phase I was prepared and compared with information from the *Final EIR*.

Wind

Because all of the buildings in the development program would be well under 100 feet in height, they would not be expected to cause hazardous wind speeds or to substantially increase wind speeds and turbulence at street level. The *Final EIR* and *Addendum No. 1* concluded that the Redevelopment Plan and the Phase I development program for Parcels A' and B' would not have significant adverse impacts on pedestrian-level winds. The proposed changes to the Phase I development program would not alter this conclusion. Thus, the analysis contained in the *Final EIR* and *Addendum No. 1* remains valid for all development proposed on Parcel A'.

Geology and Soils

Addendum No. 1 concluded that development of Phase I would not result in new significant impacts or require new mitigation measures different from those identified in the *Final EIR*. The proposed elimination of Parcel B' from the Phase I development program does not alter the mix of land uses on Parcel A'. Thus, the analysis contained in the *Final EIR* and *Addendum No. 1* remains valid for all development proposed on Parcel A'.

Hazards

The Navy, after federal, state and local regulatory review, issued a Final Finding of Suitability to Transfer for Parcel A in October 2004. The Agency accepted conveyance following certification that the land was clean and safe for development by the U.S. Environmental Protection Agency, the California EPA Department of Toxic Substances Control, the California Regional Water Quality Control Board, the San Francisco Department of Public Health, and an independent City consultant. Construction activities such as grading and site preparation are currently ongoing on Parcel A'. Parcel B was expected to be the next parcel available for transfer, following the completion of environmental cleanup. Delays in environmental cleanup have resulted in the elimination of Parcel B' from the Phase I development program. The elimination of Parcel B' resulting in the transfer of up to 362 residential units and up to 260,000 sq. ft. of non-residential land uses to Parcel A' would not result in new significant impacts, as new residents and employees would not be exposed to hazardous levels of chemical and other contaminants.

Thus, the hazards analysis contained in *Addendum No. 1* remains valid for all development proposed on Parcel A'.

Water Quality and Hydrology

The revised Phase I development program for Parcel A' would continue to include the planned improvements to and expansion of the separated storm drainage system for the Hilltop housing area. Stormwater from the Hilltop area would continue to be discharged to the Bay under the city's existing National Pollution Discharge Elimination System permit, all as described in *Addendum No. 1* on pp. 35 and 36. The Hillside area would have the same new combined

stormwater and sanitary sewers described in *Addendum No. 1* on p. 37. New separated sewers would not be installed in Parcel B' as part of Phase I, and no new development would occur in that area. Infiltration into old sewers that occurs in Parcel B' would not change until Parcel B' is transferred to the Agency and is available for development; this continues existing conditions and would not result in new significant impacts. As discussed in *Addendum No. 1*, the Hillside and Hilltop areas of Parcel A' would not cause new impacts to water quality in the Bay and would not result in significant amounts of new combined sewer overflows. The impacts identified in the *Final EIR* would still be expected to occur, and the need for future mitigation would remain, but these impacts would not result from development of the entire original Phase I program, and also would not occur for the revised Phase I program, with less development than assumed in *Addendum No. 1*.

Utilities

Minor realignments of streets on Parcel A' would not impact the effectiveness or usefulness of new utilities proposed under the Phase I development program. Impacts related to the construction activities associated with the placement of utilities in project streets would be the same as described in the *Final EIR* and *Addendum No. 1*.

Public Services

The public services analyzed in the *Final EIR* for the Reuse Plan are police, fire, and emergency services. No significant impacts or mitigation measures were identified for any of these services, for both 2010 and 2025 (*Final EIR*, pp. 4-93 to 4-94). *Addendum No. 1* determined that because the Phase I development program was substantially smaller in scale than the Reuse Plan analyzed in the *EIR* for 2010, the analysis and conclusions of the *Final EIR* remained applicable to the original Phase I proposal.

Proposed changes to the Phase I development program would further reduce the scale of the proposed development. Thus, the public service analysis contained in *the Final EIR* remains valid for all development proposed on Parcel A'.

Cultural Resources

The historic architectural resources and historic district identified in the *Final EIR* are not located in the areas identified for development in Phase I and would not be affected by Phase I development. *Addendum No. 1* determined that because none of the identified historic architectural resources would be affected by Phase I development, no significant effects would occur to historic architectural resources or districts. The proposed changes to the Phase I development program do not include information that would indicate the potential for new significant archaeological impacts beyond those identified in the *Final EIR*.

Thus, the cultural resources analysis and conclusions contained in *Addendum No. 1* remain valid for all development proposed on Parcel A'.

Biological Resources

Biological resources identified on the Shipyard, and on Parcel A', as summarized in *Addendum No. 1*, do not include any designated sensitive species. Additional residential units constructed on Parcel A' would not result in any increases in impacts to biological resources, because the same areas are proposed to be developed with slightly higher densities.

After completion and adoption of *Addendum No. 1* and approval of the DDA, to fulfill requirements of the Migratory Bird Treaty Act, Lennar/BVHP implemented protective measures identified in *Addendum No. 1* on p. 42, and field surveys were conducted for active nests during the spring and summer of 2005 prior to removal of trees and initiation of site preparation and grading on Parcel A'. One active nest was found, and appropriate protections were carried out during vegetation removal and grading.

Construction activities on Parcel B' to improve areas near the shoreline for open space use would be deferred to later dates, following completion of remediation activities. Therefore, the impacts and mitigation measures identified in the *Final EIR* and *Addendum No. 1* (see p. 42 of the Addendum) would become applicable at that time, and are not necessary for development of the revised Phase I development program.

Energy

The *Final EIR* identified no significant energy impacts because implementation of the Reuse Plan would be required to comply with state energy efficiency standards in the California Code of Regulations Title 24, which would eliminate wasteful use of energy. The proposed changes to the Phase I development program would not result in a change to the land uses on Parcel A'. The elimination of Parcel B' from the Phase I development program would temporarily defer construction of 220, 000 sq. ft. of R&D/office space. Thus, the revised Phase I development program would have less commercial space than the original Phase I development program and the Reuse Plan analyzed in the *Final EIR* for 2010. Therefore, the conclusions of the *Final EIR* on pp. 4-105 to 4-106 are applicable to the revised Phase I development for Parcel A', and no new significant environmental effects would be expected to result.

Cumulative Impacts

The *Final EIR* analysis of cumulative impacts considered regional population and employment growth projections. When considered in this context, the *Final EIR* concluded that the Reuse Plan would contribute to cumulatively significant and unmitigable traffic and air quality impacts (*Final EIR*, pp. 5-1, 5-2 and 5-7). These conclusions would remain applicable to the revised

Phase I development program, although the amount of non-residential development would be substantially less than that analyzed for 2010 and 2025.

Since adoption of *Addendum No. 1*, the San Francisco Redevelopment Agency and the Board of Supervisors have certified the *Final EIR for the Bayview Hunters Point Redevelopment Projects and Zoning* (Planning Department File No. 1996.546E) and adopted the *Bayview Hunters Point Redevelopment Plan*. This plan has been in preparation and under review for about ten years. Any development and the impacts of that development were generally accounted for in the cumulative analyses in the *Final EIR* and *Addendum No. 1*. The *Final EIR* also analyzed the local cumulative effects of other reasonably foreseeable future projects, including the Mission Bay/UCSF campus, the Giants Ballpark at China Basin, the Candlestick Point Stadium and Retail/Entertainment Complex,⁵ the Third Street Light Rail Project. Therefore, the *Final EIR* addresses major future projects that would cause substantial local changes in circumstances. The results remain applicable for the revised Phase I development program.

Growth Inducement

The Reuse Plan analyzed in the *Final EIR* was not found to have growth-inducing impacts because increases in population, employment and housing would occur in the Bay Area region regardless of development at the Shipyard. Development at the Shipyard provides a location for growth rather than inducing growth (*Final EIR*, pp. 5-11 to 5-12).

The revised Phase I development program would be implemented with the same number of units planned for the original Phase I development program, 1,600, (see **Table 1** on **p. 7**) although fewer units may be developed, depending on final plans and designs. The *Final EIR* concludes that there are a variety of location options for residential development in the region, and the Reuse Plan would affect housing and population growth distribution within the region, but not the amount of growth (*Final EIR*, p. 5-12). This conclusion remains applicable to the revised Phase I development program, and the increase in the number of residential units proposed for Parcel A' would not cause this conclusion to change.

Growth-inducing effects of the revised Phase I development program would be similar to those discussed in the *Final EIR* for 2010 and would not result in new significant environmental impacts.

MITIGATION MEASURES

The *Final EIR* includes mitigation measures for the Reuse Plan which would reduce or eliminate significant impacts. The mitigation measures adopted as part of the final action are included in an

⁵ Currently, there are no formal plans for development of the Candlestick Point Stadium and retail/entertainment use; however, for purposes of environmental analyses most EIRs assume that some level of development will occur on this site by 2025.

adopted Mitigation Monitoring and Reporting Program (MMRP), January 19, 2000.⁶ Appendix A to *Addendum No. 1* provides a table listing mitigation measures applicable to the original Phase I development program and those from the MMRP that are not applicable to Phase I. Proposed changes to the Phase I development program analyzed in this *Addendum No. 2* do not cause significant impacts and no changes to the MMRP are proposed as a result of this analysis.

CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the *Final EIR* certified on February 8, 2000 remain valid. The proposed revisions to the Phase I development program would not cause new significant impacts not identified in the *Final EIR*, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination:

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

PAUL E. MALTZER
Environmental Review Officer

cc: Nicole Franklin, SFRA
Maria Pracher, Esq., Sheppard Mullin Richter and Hampton
Paul Menaker, Lennar Communities
Distribution List
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⁶ Hunters Point EIR Mitigation Monitoring and Reporting Program, January 19, 2000.

adopted Mitigation Monitoring and Reporting Program (MMRP), January 19, 2000.¹ Appendix A to *Addendum No. 1* provides a table listing mitigation measures applicable to the original Phase I development program and those from the MMRP that are not applicable to Phase I. Proposed changes to the Phase I development program analyzed in this *Addendum No. 2* do not cause significant impacts and no changes to the MMRP are proposed as a result of this analysis.


CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the *Final EIR* certified on February 8, 2000 remain valid. The proposed revisions to the Phase I development program would not cause new significant impacts not identified in the *Final EIR*, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination:

July 13, 2006

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

for 
PAUL E. MALTZER
Environmental Review Officer

cc: Nicole Franklin, SFRA
Maria Pracher, Esq., Sheppard Mullin Richter and Hampton
Paul Menaker, Lennar Communities
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¹ Hunters Point EIR Mitigation Monitoring and Reporting Program, January 19, 2000.