Appendix A

EIR Public Involvement

- Initial Study
- Notice of Preparation (NOP) of an Environmental Impact Report and Public Scoping Meeting
- Notice of Availability (NOA) of NOP of an Environmental Impact Report
- Public Comments Received in Response to Initial Study during Scoping Meeting
- Public Comments Received After the Initial Study Scoping Period

Initial Study

India Basin Mixed-use Project

(Planning Department Case No. 2014-002541ENV)

June 1, 2016

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List of Acronyms

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ABCA	Analyses of Brownfields Cleanup Alternatives
ACM	asbestos containing materials
BAAQMD	Bay Area Air Quality Management District
BCDC	Bay Conservation and Development Commission
BMR	below market rate
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CRHR	California Register of Historical Resources
DBI	Department of Building Inspection
DSG	India Basin Design Standards and Guidelines
EIR	Environmental Impact Report
ESLs	Environmental Screening Levels
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FP	State Fully Protected
FT	Federally Threatened
FTA	Federal Transit Administration
GHG	greenhouse gas
gsf	gross square feet
IBTAP	India Basin Transportation Action Plan
LEED	Leadership in Energy Efficient Design
MCLs	US Maximum Contaminant Levels
mph	miles per hour
MRZ	Mineral Resource Zone
msl	mean sea level
MTC	Metropolitan Transportation Commission
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PRC	California Public Resource Code
R&D	Research & Development
RCRA	Resource Conservation and Recovery Act
ROW	right-of-way
RPD	San Francisco Recreation and Parks Department
RWQCB	California Regional Water Quality Control Board
SB 743	Senate Bill No. 743
SE	State Endangered
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
SHWS	State Hazardous Waste Site
SSC	State Species of Special Concern
SUD	India Basin Special Use District
SVOC	semi-volatile organic compounds
TAC	toxic air contaminant
TCR	tribal cultural resources
TIS	Transportation Impact Study
TPH-d	Total Petroleum Hydrocarbons as diesel

TPH-mo	Total Petroleum Hydrocarbons as motor oil
USGS	United States Geological Survey
VCP	Voluntary Cleanup Program
VOC	volatile organic compounds

A. PROJECT DESCRIPTION

As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their respective adjacent parcels along the India Basin shoreline of San Francisco Bay. The project would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco, which are not included in the project.

Build Inc would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential; retail; commercial; office; research and development/laboratory and clinical care space; institutional; flex space; and recreational and art uses. Two Build Inc development options are being considered: the proposed residential project (a residential-focused mixed-use development); and the maximum commercial variant (with fewer dwelling units and more commercial development than the proposed residential project).

As part of the proposed project and variant, RPD would improve 14.2 acres of publicly owned parcels along the shoreline plus 1.58 acres of unimproved paper streets[1] to create a publicly accessible network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway—a portion of the San Francisco Bay Trail (Bay Trail) that will ultimately connect The Embarcadero to the north to Candlestick Point to the south—and would provide pedestrian and bicycle connections to and along the shoreline, fronting the San Francisco Bay.

PROJECT LOCATION

The project site is in the Bayview Hunters Point neighborhood, in the southeast quadrant of San Francisco. As shown on Figure 1, the project site is generally bounded by San Francisco Bay (the Bay) on the north, the Candlestick-Hunters Point Shipyard Development project area on the east, Innes Avenue[2] on the south, and Hunters Point Boulevard and Hawes Street on the west. Portions of Innes Avenue adjacent to the site are included in the project boundary.

The project site is generally flat with a slope toward the Bay at the northeast corner, with the highest elevation along Innes Avenue at approximately 50 feet above mean sea level (msl), and the lowest elevation along the shoreline at approximately 5 feet above msl.

The parcels that are collectively referred to as the 700 Innes property are owned or will be acquired by Build Inc. The parcels that are collectively referred to as the 900 Innes property, India Basin Open Space and India Basin Shoreline Park, are owned by the RPD. Figure 2 shows the project site and the general property ownership boundaries.

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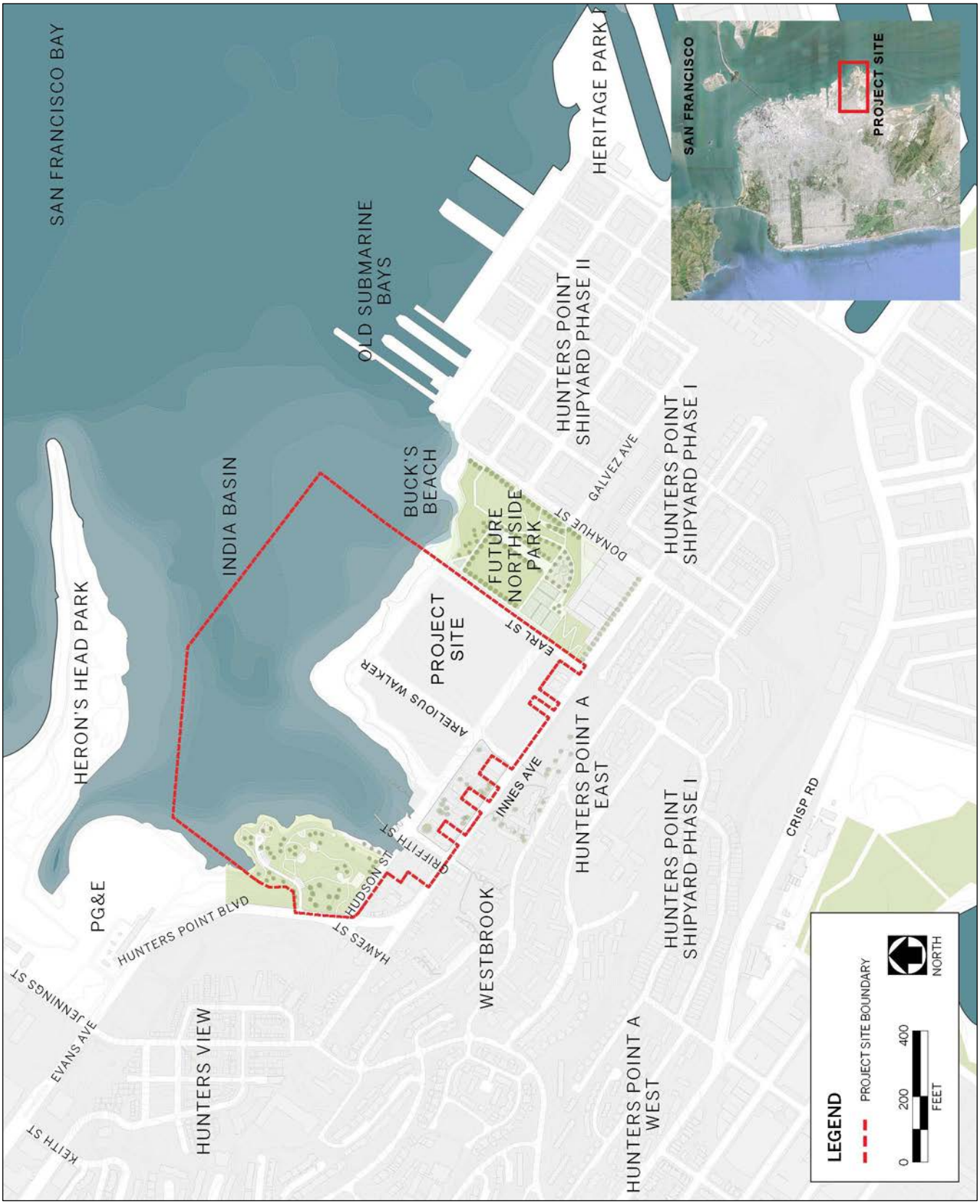
1 Roadways that appear on maps but have not been built

2 Innes Avenue is oriented in a northwest-southeast direction. However, for the purposes of describing the proposed project, Innes Avenue is referred to as running west-east. Similarly, Hunters Point Boulevard is oriented in a northeast-southeast direction, but is referred to as running north-south. Arelious Walker Drive is oriented in a northeast-southwest direction, but is referred to as running north-south. These conventions are used throughout the project description to describe locations of other buildings and uses relative to the project site.



Source: SOM, 2016

Figure 1 **Project Location**

Surrounding Land Uses

Surrounding land uses include PG&E's former power plant to the north; public housing (Hunters View, Hunters Point East/West, and Westbrook) to the west; the Bay to the north; and the future Northside Park for the Candlestick Point-Hunters Point Shipyard Phase 2 project to the east. Immediately across Innes Avenue to the south of the project site are one- to three-story residential buildings. Figure 1 shows the surrounding land uses in relation to the project site.

Innes Avenue runs along the southern side of the project site and is a main thoroughfare from Cesar Chavez Street on the north to the Candlestick-Hunters Point Shipyard area on the south. Innes Avenue turns into Hunters Point Boulevard and then Evans Avenue, traveling from south to west. Along the project site, Innes Avenue is a three-lane, two-way road with two lanes running to the south and one lane running to the north.

General Plan Land Use Designation and Zoning

The project site is zoned Light Industrial (M-1), Small-Scale Neighborhood Commercial (NC-2), and Public (P). Under Section 210.5 of the Planning Code, M-1 is a designation intended for smaller industries that are dependent on truck transportation. Most industries are permitted in the M-1 district, but those with particularly noxious characteristics are excluded. Under Section 711.1 of the Planning Code, NC-2 is a land use designation for areas ranging in size from two blocks, to many blocks, commonly located along collector and arterial streets that have transit routes. Small-Scale Neighborhood Commercial districts are defined as linear shopping streets that provide convenience goods and services to the surrounding neighborhoods, as well as limited comparison shopping goods for a wider market. Under Section 234 of the Planning Code, the P Zoning District applies to land that is owned by a governmental agency and is in some form of public use, which can include parks and open space.

The project site is located in 40-X and Open Space (OS) Height and Bulk Districts. The 40-X Height and Bulk District would subject the proposed project and variant to a 40-foot height limit, with no bulk restriction. The OS Height and Bulk District is intended to indicate its principal or exclusive purpose as open space, with future development strictly limited.

Land Use Restrictions

Land use restrictions applicable to the project site include potential claim to common law public trust under the Burton Act,[3] as amended (the Public Trust), as well as land use restrictions that may be imposed by the Bay Conservation and Development Commission (BCDC) under the San Francisco Bay Plan and the San Francisco Waterfront Special Area Plan. These land use restrictions are further discussed below under Section C, Compatibility with Existing Zoning and Plans.

3 Statutes of 1968, Chapter 1333

Source: SOM, 2016

Figure 2 **Project Site**

SITE CHARACTERISTICS

The approximately 38.84-acre project site consists of privately and publicly owned properties and public ROW, as shown on Figure 2. Table 1 shows the acreage of each parcel with a description of the existing site characteristics.

Table 1
Project Site

Property	Acres
Privately Owned—700 Innes	
700 Innes – multiple parcels (Build Inc)	17.12
Subtotal	***17.12***
Publicly Owned—900 Innes, India Basin Shoreline Park, and India Basin Open Space	
900 Innes – multiple parcels (RPD)	2.4[1]
India Basin Shoreline Park (RPD)	5.6
India Basin Open Space (RPD)	6.2
Subtotal	***14.2***
Public Rights-of-Way	
Griffith Street, Hudson Street, Earl Street, and Arelious Walker Drive	7.52
Subtotal	***7.52***
Total	**38.84**

Note: The 900 Innes property has a total area of 2.4 acres, including submerged areas; 1.8 acres are land and 0.6 acre is submerged.
Sources: Build Inc., 2016; RPD, 2016

700 Innes Property (multiple parcels) – Build Inc

The 700 Innes property consists of 30 parcels, totaling 17.12 acres (see Figure 2). This area generally is made of fill materials, covered by light brush, debris, dirt, and gravel mounds. The area generally is flat, and the northern portion slopes downward from Innes Avenue toward the Bay. The property generally is undeveloped, except for approximately six buildings and structures. One dilapidated, wood-framed storage structure sits on the concrete wharf that fronts a wood dock, in a western portion of the property that once was part of the Allemand Brothers Boat Yard. A second structure, at 702 Earl Street (also known as the Heerdt Building and Repair), built in 1935, is on the southwestern corner of the property. The building at 702 Earl Street is a timber-framed industrial building with two stories over a basement, a compound shed, and a shallow pitch gable roof.

The primary pedestrian entrance to the 702 Earl Street building and loading dock are on the north elevation, which is punctuated by a large vehicular opening. The fenestration includes bands of ribbon windows. A remodeled external staircase provides access to the attic level, which currently is used as a residence. A commercial building with one residential unit, at 840 Innes Avenue, is located on the southeastern corner of the property. The property also contains three temporary structures (i.e., two construction trailers and one shed), construction vehicle parking, and debris.

The project site surrounds Arelious Walker Drive, a public ROW ending in a cul-de-sac, and it generally is bounded by Innes Avenue to the south, Earl Street to the east, Griffith Street to the west and the Bay to the north. The 700 Innes property is separated from the Bay by the 6.2-acre shoreline area owned by RPD and referred to as India Basin Open Space (described below).

900 Innes Property (multiple parcels) – RPD

The 900 Innes property consists of seven parcels totaling 2.4 acres, 0.6 acre of which is submerged. It is located between India Basin Shoreline Park and India Basin Open Space (see Figure 2). The property is a former maritime industrial site that contains five buildings and structures, totaling approximately 7,760 square feet. A one-story, 900-square-foot wood-framed house is on the northwestern corner of Innes Avenue and the unimproved Griffith Street ROW.

This house, known as the Shipwright's Cottage, has been designated as a San Francisco Landmark No. 250. The Shipwright's Cottage was the first dwelling in the India Basin vicinity, erected by boatwrights in 1875, initiating development of a boat building community that crafted most of San Francisco's scow schooner fleet.[4] It is the last known Victorian worker's cottage and is one of the oldest buildings on the San Francisco waterfront. The building is in poor condition; the interior is in disrepair and is uninhabitable. Other structures on the 900 Innes property include a 1,600-square-foot, steel-framed canopy building that was built between 1979 and 1989; a 1,700-square-foot, wood-framed structure that was built in approximately 1943; a 1,460-square-foot shed that was built in approximately 1930; a 1,350-square-foot, wood-framed shed building that was built in the 1890s; an adjoining 750-square-foot, wood-framed office building to the shed that was built between 1900 and 1935; and a wharf, approximately 120 feet in length, that was built in stages through the 1930s and 1940s. All of these buildings and structures are from 64 to 138 years old and are in poor condition (all lack utilities, and three of the four are partially or almost completely collapsed).

4 Scow schooners were sturdy, shallow-draft, handcrafted sailing vessels that were developed in direct response to the needs of San Francisco in the 1850s and 1860s, and to the natural conditions in San Francisco Bay. Scow schooners could access the shallow waters in estuaries and sloughs throughout San Francisco Bay, where larger ships could not maneuver. These vessels transported goods throughout the Bay Area and transferred goods to schooners sailing out of San Francisco.

India Basin Shoreline Park – RPD

This 5.6-acre property is an existing RPD park located between Hunters Point Boulevard and PG&E's vacant parcels to the north and the 900 Innes property to the south. India Basin Shoreline Park has two play structures, a basketball court, landscaping, a portion of the Blue Greenway/BayTrail, artwork by young local artists and students, barbeque grills, seating areas, a water fountain, and educational signage. Vehicular access within the park is provided via Hunters Point Boulevard. Hawes Street has designated parking areas and ends at a cul-de-sac and drop-off area. The park provides informal access along the Bay shoreline, which includes wetlands and upland plantings. Many of the amenities at India Basin Shoreline Park are in outdated condition, require maintenance, and are used only minimally.

India Basin Open Space – RPD

India Basin Open Space is an existing 6.2-acre RPD open space that borders the Bay.[5] This property includes a portion of the Blue Greenway/Bay Trail along its shoreline, which are features that improve the regionwide Bay Trail from Mission Creek on the north to the City and County of San Francisco boundary on the south. India Basin Open Space contains benches, upland habitat, tidal salt marsh, mudflats, sand dunes, native vegetation, and offshore eelgrass beds. The tidal salt marsh is the result of a 2002 wetlands mitigation project for the San Francisco International Airport, and occupies 2.5 acres of the India Basin Open Space. Habitat management and protection areas in India Basin Open Space are fenced from public access. A storm drain and overflow storm outfall are located on the northeastern shoreline; however, they are not maintained by the City and currently are not operable. The Tenth Annual Monitoring Report for the California Regional Water Quality Control Board (RWQCB) in January 2012 found that after 10 years of monitoring wetland progress, two of the four wetland zones were underperforming per the target criterion of 80 percent salt marsh cover. To date, RWQCB has not proposed any alterations to the wetlands to improve their ecological performance.

Currently, legal public access to the shoreline is limited to the Blue Greenway/Bay Trail. Two easements to the shoreline exist, but they are not paved or designated for public access. Additional access to the shoreline also occurs via informal pathways that also are not designated for public access.

Public Rights-of-Way (Griffith Street, Hudson Street, Earl Street, and Arelious Walker Drive)

The existing public ROW within the overall project site total 7.52 acres (see Figure 2). Griffith Street, Hudson Street, and Earl Street are partially paved where they meet Innes Avenue, but in general they are unpaved and/or partially paved, unimproved, and fenced from public access. Hudson Street runs north to south[6] through the project site, starting at Hunters Point Boulevard and terminating at Earl Street. Earl Street forms the eastern boundary, running from the edge of the Bay to Innes Avenue. Griffith Street is the shortest of the streets, starting at Innes Avenue and terminating at the edge of shoreline, bisecting the project site. Arelious Walker Drive is a paved street that runs south to north, and it roughly bisects the 700 Innes property, ending in a cul-de-sac.

5 San Francisco Recreation and Parks Department India Basin Natural Areas

6 Hudson and Griffith Streets are oriented in a northeast-southwest direction. Both streets are referred to as running north-south. This convention is used throughout the project description to describe uses relative to the project site.

Table 2 lists the existing buildings on the project site, providing their approximate gross square footage, historic status, existing uses, and whether they will remain as part of the future improvements.

Table 2
Project Site Existing Buildings

Name of Building/Address	Approximate GSF	Historic Status	Existing Uses	To Remain?
900 Innes Ave. Shipwright's Cottage	900	California Register eligible	Vacant	Yes
702 Earl Street	9,000	California Register eligible	Residential; Workshop/Studio[7]	Yes/ Relocated
838-840 Innes Avenue	2,600	California Register ineligible	Residential (rear unit); Vacant (front unit)	No
900 Innes Ave. Anderson & Cristofani Boatyard		California Register eligible Historic Vernacular Landscape		
Blacksmith and Machine Shop	1,460	Contributing element	Vacant	No
Compressor Shop and Paint House	1,700	Non-contributing element	Vacant	No
Office Building	750	Contributing element	Vacant	No
Storage Building	1,600	Non-contributing element	Vacant	No
Tool Shed and Water Tank House	1,350	Contributing element	Vacant	No
700 Innes Ave. Allemand Brothers Boatyard		Not California Register eligible		
Storage Building	400	Not individually assessed.	Vacant	No
Shop Building	1,100	Not individually assessed.	Storage	No
Ark Houseboat	300	California Register ineligible	Storage	No
888 Innes Avenue	3,750	California Register ineligible	Industrial/Production	No

Source: India Basin Historic Resources Evaluation, 2016

PROPOSED PROJECT AND VARIANT

The proposed residential project and proposed maximum commercial variant—both in combination with the RPD development—are collectively referred to in this document as the proposed project and variant. The proposed RPD development is described first followed by the proposed Build Inc development. The RPD aspect of the proposed development does not include a variant and remains the same under the proposed project and variant.

Overview of the San Francisco Recreation and Parks Department Development

All of the project-related RPD properties (i.e., 900 Innes, India Basin Shoreline Park, India Basin Open Space) would be enhanced for park and open space use and would be combined to create a 14.2-acre network of new and/or improved parkland and open space (see Figure 3). This new shoreline network would extend the Blue Greenway/Bay Trail and would provide pedestrian and bicycle connections to and along the shoreline. The project-related RPD properties currently are zoned M-1, NC-2, and P, and are within the 40-X and OS Height and

7 702 Earl Street Building will be relocated to a northeastern location on the 700 Innes property, closer to the shoreline.

Bulk District. The proposed uses on the RPD properties would require rezoning of the M-1 and NC-2 parcels to P, and changing the 40-X Height and Bulk District to OS, through General Plan, Planning Code text, and Zoning Map amendments.

Park and Open Space

The 6.2-acre India Basin Open Space, being designed by Build Inc, which, under existing conditions, consists of benches, upland habitat, tidal salt marsh, mudflats, sand dunes, native vegetation, and offshore eelgrass beds, would remain in a natural state with some enhancements for public access, recreation, and ecological function. Approximately 2.5 acres of the 6.2-acre India Basin Open Space is currently occupied by tidal wetlands. These enhancements could include the following: sand dunes, bird islands, a recreational beach area, a boat launch, a bioengineered breakwater, brackish lagoons, scrub upland planting, tree stands for wind buffering, and new wetlands and ponds. Proposed improvements would be informed by technical studies, and then finalized by RPD and regulatory agency review and approvals. Pathways in the form of boardwalks, trails, and stairways would connect India Basin Open Space with an approximately 5.63-acre, publicly accessible open space area, referred to as the "Big Green," which is further described under the Build Inc Development – Publicly Accessible and Open Space Parkland section below and would provide continuous, publicly accessible shoreline along the Bay.

On the 900 Innes property, the historic Shipwright's Cottage would be retained and restored in accordance with the Secretary of the Interior's Standards for Rehabilitation. The other existing five (5) structures on the 900 Innes property would be demolished. The 900 Innes parcels would be developed as a waterfront park providing a connection between India Basin Shoreline Park and India Basin Open Space. This park also would provide a connection for the Blue Greenway/Bay Trail; Class I bicycle lane; and pedestrian, bicycle, and vehicular access to the shoreline. Other potential uses that could be programmed for this property would include a pier, fishing areas, plazas, event areas, facilities for concessions, restrooms, passive recreational areas for picnicking, shade structures, bicycle parking, wayfinding signage, and historical and educational displays. Proposed buildings would be constructed to the standards required under the San Francisco Green Building Ordinance, which establishes Leadership in Energy Efficient Design (LEED) certification levels or GreenPoint Rated systems points for various types of buildings.[8] Specifically, the proposed RPD development would be constructed to LEED Gold rating or equivalent.

The 5.6-acre India Basin Shoreline Park would be redesigned to serve the surrounding community and enhance citywide program offerings. The Blue Greenway/Bay Trail and Class I bicycle lane would continue through this park. Pedestrian, bicycle, and vehicular access to the shoreline also would be enhanced. Potential uses that could be programmed for this property include improved and upgraded playground and recreational facilities, restrooms, additional trees, improved lawn areas, barbecue pits, drinking fountains, a human-powered boat launch ramp, art installations, lighting, and an exercise or cross-training course. The existing surface parking, vehicular access, and drop-off and loading zones also may be improved. The feasibility of creating new wetlands along the shoreline would also be studied by RPD as part of the planning and design process.

The specific programming elements of the RPD project properties would be determined during the conceptual design phase.

8 A green building standard set by the U.S. Green Building Council

In-water

On the 900 Inness property, RPD would replace two piers, one 12-foot-wide and 125-foot-long and another one that is nearly collapsed into the Bay. One replacement pier is proposed to be approximately 15-feet-wide and 150-feet-long, and the other is proposed to be approximately 20-feet-wide and 100-feet-long. An eroded marine by-way, adjacent to the shoreline edge of the Bay, would also be enhanced. The piers are anticipated to be constructed on piles, and would be used solely for pedestrian access with minor furnishings such as benches. There would be no boat access on any of the 900 Innes piers.

On the India Basin Shoreline Park property, RPD would construct an approximately 20-foot-wide pier that would extend in to the Bay approximately 600 feet constructed on piles. This pier is proposed to be used as a boat launch that would allow hand-powered boat access to the Bay in addition to pedestrian access. Directly adjacent to this pier at the shoreline a dock, platform approximately 125-feet-wide would be developed extending into the Bay approximately 225 feet. A barge may be required to build portions of the pier offshore in deeper waters. On the India Basin Shoreline Park property, RPD would also partially or wholly replace the riprap edge with tidal wetlands and extend the shoreline approximately 200 feet out further into the water. The wetlands would be created land side during low tide.

Phasing and Construction

Development of 900 Innes and India Basin Shoreline Park would be conducted over a number of years. Construction could begin as early as 2018 and is anticipated to take between 3 and 6 years; however, the timing would be dependent on approval and funding considerations. The maximum possible cut and off-haul from the site over the entire construction period is anticipated to be up to approximately 50,000 cubic yards. Before the start of any demolition, grading, or construction activities, the construction area would be clearly defined by construction fencing and staking. Construction staging would occur within the project site. Construction activity is expected to occur between 7 a.m. and 6 p.m., Monday through Friday, in accordance with City policy.

A portion of the development of India Basin Open Space is anticipated to be conducted in conjunction with the phasing and construction of the 700 Innes project, since some of open space is integrated with the future improvements of the proposed Build Inc development. The Phasing and Construction section below for the Build Inc development provides timing and an overview of construction activities for India Basin Open Space.

Overview of the Build Inc Development

The proposed development at 700 Innes would include residential units and commercial uses (including retail, office, research and development [R&D], laboratory and clinical care, and institutional), parking, and a shoreline network of publicly accessible open space. Two Build Inc project options are being considered for the 700 Innes property: the proposed project (a residential-focused mixed-use development including approximately 1,240 dwelling units and 275,330 gross square feet [gsf] of ground-floor retail, commercial, or flex space); and the proposed project variant (with up to approximately 1,000,000 gsf of commercial/institutional uses and 500 dwelling units). The proposed project variant, described below, has been identified to provide flexibility for the development of the 700 Innes property.

Table 3 shows the anticipated development program for the 700 Innes property. The residential project, including project elements common to both the proposed project and variant, is described below, followed by additional information specific to the proposed project variant. The proposed project components are shown on Figures 3 through 6.

With the exception of the historic building at 702 Earl Street, the existing five (5) buildings and structures on the 700 Innes property would be demolished including 838-840 Innes Avenue and 888 Innes Avenue buildings in Table 2. The 702 Earl Street building, which is currently used as a residence, would be relocated to the northern portion of the 700 Innes property, closer to the shoreline. Construction of the Build Inc development would occur in approximately seven phases, as described under Phasing and Construction, below.

The 700 Innes properties are zoned M-1 and NC-2 and within the 40-X Height and Bulk District. The proposed uses would require changes to the development controls (including increases in permitted height) through General Plan, Planning Code text, and Zoning Map amendments, including an India Basin Special Use District (SUD) and Design Standards and Guidelines (DSG) for the development entitled through the SUD process and a Development Agreement.

Table 3
Proposed Build Inc Development

	Proposed Project[1]	**Proposed Project Variant[1]**
Site Area[2]	23.06 acres (1,004,494 sf)	23.06 acres (1,004,494 sf)
Residential Units	1,240 units (1,240,100 gsf)	500 units (417,300 gsf)
Retail/Commercial/ R&D Laboratory/Clinical Care	275,330 gsf	1,000,000 gsf
Institutional/Education	50,000 gsf	50,000 gsf
Open Space – Public[3]	5.63 acres Big Green 4.66 acres pedestrian alleys and plazas	5.63 acres Big Green 4.06 acres pedestrian alleys and plazas
Open Space – Common[4]	1.96 acres (85,485 gsf)	1.7 acres (73,970 gsf)
Open Space – Private[5]	1.26 acres (55,045 gsf)	1.05 acres (45,521 gsf)
Parking Spaces	1,800 spaces (679,900 gsf)	1,912 spaces (717,365 gsf)
Bicycle Spaces	1,240 minimum	500 minimum
Height	Up to 120 feet	Up to 90 feet
Number of Stories	Up to eleven stories	Up to seven stories

Notes:
gsf = gross square feet
R&D = research and development
1 Either the proposed project or the proposed project variant would be developed.
2 The site area includes 17.12 acres of privately owned land and 5.94 acres of developed and undeveloped public rights-of-way.
3 Public open space includes publicly accessible pedestrian alley and plaza areas.
4 Common open space includes residential courtyards and roof decks that are not publicly accessible but are shared by residents.
5 Private open space includes private decks and patios.
Sources: Build Inc, 2016; SOM, 2016

Proposed Project

Architecture and Design. Under both the proposed project and variant, the conceptual land use plan for the 700 Innes property is characterized by buildings ranging in height from one to eleven stories (20 to 120 feet tall), with the buildings concentrated along Innes Avenue, Arelious Walker Drive, Hudson Street, New Hudson Street,[9] and Earl Street (see Figures 3 through 10). The site plan is based on an evaluation of factors, including site hydrology, geotechnical conditions, biological resources, sea-level rise, and site access, resulting in the proposed concentration of development in a compact area along Innes Avenue, Earl Street, and New Hudson Street (see Figures 3 and 7).

Because of the length of the build-out period for the 700 Innes property, the design details of individual buildings and structures would be identified as the specific building permits are sought, and would be subject to the development controls established in the India Basin SUD, the DSG, the Development Agreement, and design review of each phase by the Planning Director and/or Planning Commission. The India Basin SUD and DSG would include development standards for land uses as well as maximum allowable development, street frontage, site coverage, setbacks, height, building separation, bulk and massing controls, vehicle parking, bicycle parking, loading, buildings, streetscape and open space, and other design regulations that would guide the design of the proposed commercial, residential, retail, arts, and open space uses. The Development Agreement would vest project approvals for the duration of a phased build-out and would dictate responsibilities for the construction and management of community improvements. Individual buildings and structures would be designed by design firms that would be selected in the future. When such designs are submitted, they would be subject to further design review by the City, in accordance with the India Basin SUD and Development Agreement.

The proposed buildings would be constructed to the standards required under the San Francisco Green Building Ordinance, which establishes LEED certification levels or GreenPoint Rated systems points for various types of buildings.[10] Specifically, the proposed project and variant would be constructed to LEED Silver rating or equivalent.

Residential. Under the proposed project, up to 1,240 residential units would be developed in buildings ranging from one to eleven stories in height (20 to 120 feet tall). The final number of units would depend on the unit mix and would consist of studios (approximately 198 units, 16 percent), one-bedroom units (approximately 236 units, 19 percent), two-bedroom units (approximately 670 units, 54 percent), and three-bedroom units (approximately 136 units, 11 percent). Unless otherwise provided in the Development Agreement, to comply with Section 415 of the Planning Code regarding inclusionary housing requirements, not less than 12 percent of onsite units (assuming 1,240 units are constructed, a minimum of 149 units) would be affordable to low- to-moderate income households, offsite units would be provided, or an in-lieu fee would be paid.[11] However, recently passed legislation and a pending ballot measure could change the inclusionary housing requirement.

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9 Hudson Street east and west of Arelious Walker Drive would be vacated and realigned through dedication to the City of a new alignment, generally north of the existing ROW. The realigned segment of Hudson Street would be named New Hudson Street. The vacated Hudson Street ROW east and west of Arelious Walker Drive would become part of the 700 Innes property development.

10 A green building standard set by the U.S. Green Building Council

11 The project is subject to the Inclusionary Affordable Housing Program (Planning Code Section 415), requiring that proposed projects of 10 units or more provide 12 percent of their units as affordable for low- to moderate-income households in San Francisco, provide offsite units equal to 20 percent of the units in the principal project, or pay an in-lieu fee as required by the Planning Code.

Nonresidential/Commercial/Retail. Under the proposed project, up to 275,330 gsf of retail, commercial, or flex space at select ground-floor locations would be developed (see Figure 3). The commercial and retail uses would be distributed throughout the residential development and would be phased in as the residential units are built to achieve a mixed-use development pattern. Uses could include food markets, retail sales, dry cleaners, coffee shops, artist studios, restaurants and bars, and commercial venues that would relate to shoreline activities (e.g., sports, leisure).

Institutional/Education. Under both the proposed project and variant, a 50,000-gsf structure for a school would be constructed on the 700 Innes property. The school is anticipated to be a kindergarten through 8th grade (K-8), serving up to 450 students. See Phasing and Construction below for school construction information.

Publicly Accessible Open Space and Parkland. Under both the proposed project and variant, an approximately 5.63-acre, publicly accessible open space area, referred to as the "Big Green," is proposed on the 700 Innes property adjacent to India Basin Open Space, as shown on Figure 3. Pedestrian and bicycle pathways would be provided to the India Basin Open Space. The Big Green would retain its natural character and could include grasslands, stormwater wetlands, a wet meadow, and groves of trees.

Other Open Space. In addition to Big Green, under the proposed project, the 700 Innes property also would provide approximately 4.66 acres of publicly accessible open space, including pedestrian-focused pathways, streets, and plazas. These features would provide connections within and outside the property. The proposed development also would include approximately 3.22 acres of open space for shared use by residents (i.e., courtyards and roof decks, not publicly accessible) and private open space (i.e., private decks and patios for residents).

In-water. At the southeast corner of the project site, where Earl Street ends at the Bay, on the India Basin Open Space property, Build Inc would construct an approximately 20-foot-wide pier that would extend into the Bay approximately 250 feet on piles. This pier would be used by pedestrians and could also be used as a boat launch to allow hand-powered boats access to the Bay. At the northeast corner of the project site on the Build Inc property, Build Inc would remove an existing pier and associated piles. A barge may be required to build portions of the pier offshore in deeper waters. On the India Basin Open Space property, Build Inc may also replace a portion of the riprap edge with tidal wetlands along the shoreline. The wetlands would be created land side during low tide.

Vehicle and Bicycle Parking. Under the proposed project, approximately 679,900 gsf of off-street vehicle parking would be provided, primarily in the underground and first floor podium levels of the buildings on the 700 Innes property, with up to 1,800 vehicle spaces for residents, guests, and nonresidential uses.

The proposed Build Inc project would provide Class I and Class II bicycle parking spaces, in accordance with Planning Code requirements. Class I spaces would be distributed throughout the residential building developments on the ground floor and/or garage levels and park areas. Class II bicycle parking spaces would be provided on sidewalks throughout the park and open space areas for recreational users, visitors, and guests, in accordance with the India Basin SUD.[12] These improvements would be included as part of the Transportation Demand Measures (TDM) that would be incorporated as part of the proposed project and variant.

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12 Class I spaces would protect the entire bicycle and be placed in secure, weather-protected facilities, intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class II spaces would be located in a publicly accessible, highly visible location, intended for transient or short-term use by visitors, guests, and patrons to the building (i.e., standard bicycle racks that allow users to tether bicycles).

Source: SOM, 2016

Figure 3 **Proposed Project – Site and Land Use Plan**

Source: SOM, 2016

Figure 4 **Proposed Project – Building Heights**

Source: SOM 2016

Figure 5 **Proposed Project East and North Building Elevations**

Source: SOM 2016

Figure 6 **Proposed Project South and West Building Elevations**

Proposed Project Variant

Architecture and Design. Under the proposed project variant shown on Figure 7, up to 500 dwelling units and up to 1,000,000 gsf of commercial/institutional uses (i.e., retail/commercial/R&D and clinical care) would be developed on the 700 Innes property (see Table 3). Project elements would remain as described above for the proposed project under Architecture and Design, Institutional/Education, and Publicly Accessible Open Space and Parkland. However, differences compared to the proposed project are described for the topics below.

The overall massing form and block structure and the street layout of the proposed project variant would be similar to those of the proposed project; the primary difference would be along Innes Avenue, where commercial/ institutional buildings would be constructed between New Griffith Street and Earl Street. The residential mixed-use buildings generally north of New Hudson Street, the institutional/educational uses, and the public open space would be similar under the proposed project and variant. The proposed project variant components are shown on Figures 7 through 10.

Residential. Although the proposed project variant would have 740 fewer residential units compared to the proposed project, residential development would generally be constructed in a layout similar to that described for the proposed project, with the exception of the commercial/institutional buildings described below. The residential buildings would primarily be north of New Hudson Street, with a small amount of units west of New Griffith Street. In addition, residential uses would be constructed above the commercial/retail uses (see Figure 7). Buildings would range from one to eleven stories in height (20 to 120 feet tall) (see Figure 8). The final number of units would depend on the unit mix and would consist of studios (approximately 50 units, 10 percent), one-bedroom units (approximately 125 units, 25 percent), two-bedroom units (approximately 275 units, 55 percent), and three-bedroom units (approximately 50 units, 10 percent). Affordable units would be provided in accordance with the provisions of the Development Agreement or Planning Code Section 415, as described for the proposed project; assuming 500 units are construction, not less than 60 units would be affordable to low- to-moderate income households if provided on site (12 percent). However, recently passed legislation and a pending ballot measure could change the inclusionary housing requirement.

Nonresidential/Commercial/Retail/Institutional/Education. Along Innes Avenue, commercial/ retail/ buildings would be constructed between New Griffith Street and Earl Street, resulting in 724,670 gsf more commercial uses than the proposed project. Similar to the proposed project, ground-floor retail, commercial, or flex space would also be developed at select ground floor locations. Also similar to the proposed project, a 50,000-gsf structure for a K-8 school (serving up to 450 students) would be constructed on the 700 Innes property.

Other Open Space. In addition to Big Green, under the proposed project variant, the 700 Innes property also would provide approximately 4.06 acres of publicly accessible open space, including pedestrian-focused pathways, streets, and plazas. Similar to the proposed project, these features would provide connections within and outside the property. The proposed development also would include approximately 2.75 acres of open space for shared use by residents (i.e., courtyards and roof decks, not publicly accessible) and private open space (i.e., private decks and patios for residents).

In-water. Proposed in-water work would the same as under the proposed project variant.

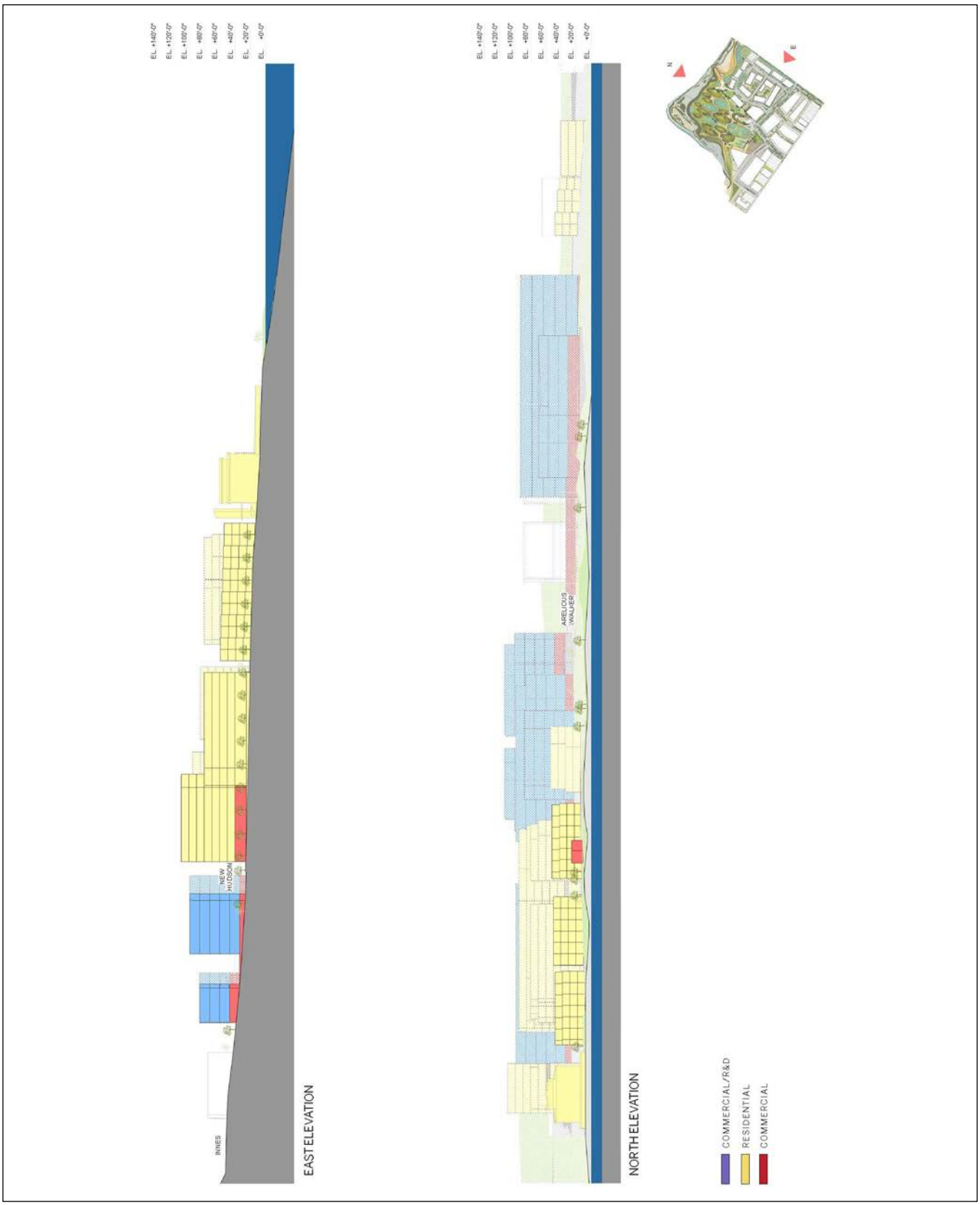
Vehicle and Bicycle Parking. Approximately 717,365 gsf of off-street vehicle parking would be provided, primarily in the underground podium levels of the buildings on the 700 Innes property, with as many as 1,912 vehicle spaces for residents, guests, and nonresidential uses; bicycle parking spaces would also be provided, in compliance with Planning Code requirements.

Source: SOM, 2016

Figure 7 **Proposed Project Variant – Site and Land Use Plan**

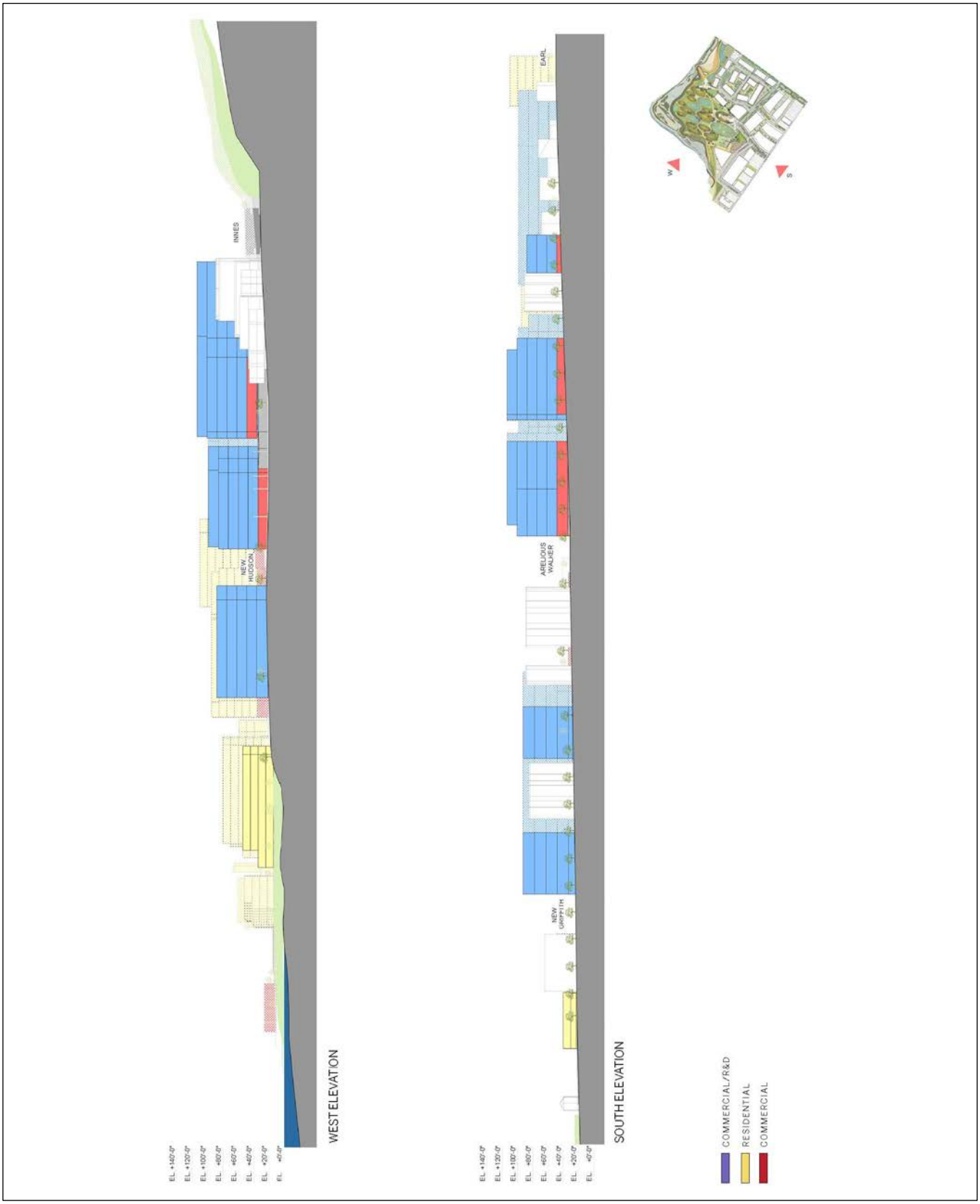
Source: SOM, 2016

Figure 8 **Proposed Project Variant – Building Heights**



Source: SOM, 2016

Figure 9 **Proposed Project Variant East and North Building Elevations**



Source: SOM, 2016

Figure 10 **Proposed Project Variant West and South Building Elevations**

Infrastructure Improvements

Within the 700 Innes property, water, wastewater, drainage, gas and electric, and other utility infrastructure would be upgraded, resized, and located underground. Infrastructure improvements that would be implemented as part of both the proposed project and variant are described below. In addition, Transportation Demand Measures (TDM) would be incorporated as part of the proposed project and variant.

Roadway Network. The proposed project and variant would include changes to the existing public ROWs. Build Inc has been coordinating with the Planning Department, San Francisco Municipal Transportation Agency, the Recreation and Parks Department, Department of Public Works, PG&E, and Lennar to improve the streets and streetscapes onsite and in the immediate vicinity of the project site, along Innes Avenue, Hunters Point Boulevard, Evans Street, and Jennings Street between Donahue and Cargo Way, through creation of the India Basin Transportation Action Plan (IBTAP). Some improvements identified in the IBTAP will be proposed for implementation as part of this project and will be analyzed in the EIR.

Figure 11 shows proposed pedestrian pathways and crossings to access the project site. Figure 12 shows the proposed vehicular circulation and access for the project site. The roadway network would adhere to the standards outlined in the San Francisco Better Streets Plan. Primary accesses to the project site would continue to be from Innes Avenue and Hunters Point Boulevard. New roadways within the project site would provide access to the park and open space areas, and would allow circulation within the residential and commercial/retail areas. Hudson Street east and west of Arelious Walker Drive would be vacated and realigned, generally north of the existing ROW. The realigned segment of Hudson Street would be named New Hudson Street. The vacated Hudson Street ROW east and west of Arelious Walker Drive would become part of the 700 Innes property development. The Arelious Walker Drive ROW immediately north of New Hudson Street would shift to the northeast, to connect to New Hudson Street, while the remainder of the Arelious Walker Drive ROW beyond the intersection of New Hudson Street would be vacated for new parkland. Earl Street would be re-graded to meet City standards for vehicular access, descending from Innes Avenue and connecting with New Hudson Street. The remainder of Earl Street along the eastern side of the project site would be vacated and converted to a publicly accessible pedestrian path. New Hudson Street would serve as the neighborhood "spine," providing a connection to the edge of the future Northside Park to the east and to 900 Innes to the west.

Arelious Walker Drive, New Hudson Street, and Earl Street would function as the primary vehicular loop for the 700 Innes property. A secondary loop created by Beach, Fairfax, and Spring streets connects to New Hudson Street and provides access to the residential development, public access to the India Basin Open Space and along the San Francisco Bay shoreline, and satisfies fire department access code requirements. Hudson Street between the northern border of the 700 Innes property and Hunters Point Boulevard would be vacated and converted to parkland. Some limited vehicular access and parking, and a proposed Class I bicycle lane may be created. Griffith Street between Innes Avenue and Hudson Street would be vacated and realigned eastward of the existing ROW, connecting to the future New Hudson Street. The future redesign of the India Basin Shoreline Park entrance off Hunters Point Boulevard would incorporate safety precautions for the future Class I bicycle lane, which is proposed to run along Hunters Point Boulevard.

Pedestrian and Bicycle Network. The proposed project and variant would include a network of new pedestrian pathways and Class I and II bicycle lanes, to enable a continuous Blue Greenway/Bay Trail as well as multiple points of access between the 700 Innes, 900 Innes, India Basin Open Space, and India Basin Shoreline Park properties. The proposed project and variant also would enable continuous access to the future Northside Park, which will be part of the Candlestick-Hunters Point Shipyard project, immediately to the east. Figures 13 and 14 show the conceptual pedestrian and bicycle circulation and access proposed on the project site.

Source: SOM, 2016

Figure 11 **Proposed Project and Variant Transit and Pedestrian Crossings**

Source: SOM, 2016

Figure 12 **Proposed Project and Variant Vehicular Circulation and Access**

Source: SOM, 2016

Figure 13 **Proposed Project and Variant Pedestrian Paths and Access**

Source: SOM, 2016

Figure 14 **Proposed Project and Variant Bicycle Circulation and Access**

Stormwater. The proposed project would include a stormwater management system that would meet the City's stormwater management ordinance. The project site would be designed with Low-Impact Design concepts and stormwater management systems to comply with the Stormwater Design Guidelines. The proposed project would implement a stormwater management system on the 700 Innes property, with the goal of retaining and reusing some of the stormwater captured on site. The proposed project also would implement a separated stormwater and sewer system on the 700 Innes property, which would reduce the potential impact on the City's combined sewer system. The proposed project also may treat and discharge stormwater via outfalls to the Bay, adhering to San Francisco Public Utilities Commission and Regional Water Quality Control Board requirements. The proposed project variant would include the same stormwater management system as described for the proposed project.

The stormwater management system on the 700 Innes property is anticipated to include the following components:

- **Streetscape Runnels**[13] for conveyance of stormwater within hardscape areas to various bio-retention areas, and to feed the reservoirs in the open space.
- **Vegetated Swales** for treatment and conveyance of stormwater within softscape areas. The swales would accommodate seasonal and large storm event water flow, and would be capable of withstanding inundation.
- **Local Treatment,** including use of rain gardens and flow-through planters in the public realm, and wetlands and biotreatment landscapes in the open space areas.
- **Retention Ponds** to store runoff for reuse.
- **Circulation System** to aerate and move water between facilities.
- **Re-use** of treated stormwater for on-site re-use, onsite recycling of grey water and black water for onsite irrigation, toilet flushing and other purposes, including potential export for offsite irrigation.
- **Spring Cutoff Drain** for recapturing water flow from a spring below the project site, to contribute to nonpotable water and for use in water features and/or stormwater infrastructure.

Wastewater Recycling Facility. Build Inc proposes to include a wastewater recycling facility on site to generate non-potable water for toilet flushing and irrigation. This is in keeping with the City's non-potable water ordinance. This system may be integrated with the stormwater capture and re-use system.

The specific stormwater management system components on the RPD properties are being developed, but all of the above strategies are expected to be evaluated for incorporation into the properties.

13 Runnels are shallow concrete- or stone-lined conveyance systems designed to carry moderate flows of stormwater runoff.

Phasing and Construction

Development of the Build Inc project at 700 Innes would be conducted in two major phases. The first construction phase would include rough grading of the entire site and construction of the streets, utilities, open space, underground garage, and buildings located between New Hudson Street and Innes Avenue and Earl Street and New Griffith Street and the park area to the north of Arelious Walker. The space east of Hudson Street and south of Arelious Walker would be used for temporary access, construction staging, soil management, and temporary facilities during Phase 1. The second construction phase would include construction of the permanent streets, utilities, parks, and structures on this area.

Within the two major phases, there would be up to seven phases of construction. The maximum possible cut and off-haul from the site over phases 1 through 7 is anticipated to be up to 350,000 cubic yards. Before the start of any demolition, grading, or construction activities, the construction area would be clearly defined by construction fencing and staking. Construction staging would occur within the 700 Innes property. Construction activities are expected to occur primarily between 7 a.m. and 6 p.m., Monday through Friday.

The anticipated most intensive construction phasing for the proposed project and variant is shown on Figures 15 and 16, respectively.[14] The phases would likely include the following, as described for the proposed project and variant below.

Proposed Project Phasing

Phase 1 would construct the first group of buildings, along with Arelious Walker Drive and a portion of New Hudson Street. The portion of Arelious Walker Drive ROW beyond the intersection with New Hudson Street would be vacated.

Phase 2A would relocate the 702 Earl Street historic building to the northern portion of the 700 Innes property, closer to the shoreline.

Phase 2B would construct the second group of buildings and the K-8 school, and would extend New Hudson Street and Earl Street.

Phase 2C would construct the publicly accessible Public Market/Plaza open space (private ownership).

Phase 3 would construct the third group of buildings.

Phases 4 through 6 would construct the fourth group of buildings, and would complete Beach, Fairfax, and Spring Streets.

Phase 7 would construct the final group of buildings.

The 5.63-acre publicly accessible open space, Big Green, including the adjacent India Basin Open Space, would be built out over Phases 1 through 7.

[14] However, due to funding and market conditions, the duration of construction could later be extended.

Proposed Project Variant Phasing

Phase 1 would construct the first portion of the nonresidential space (i.e., parking/retail/commercial/R&D and clinical care), along with Arelious Walker Drive, New Griffith Street, and a portion of New Hudson Street west of Arelious Walker Drive. The portion of Arelious Walker Drive ROW beyond the intersection with New Hudson Avenue and the portion of Hudson Street between Arelious Walker Drive and Griffith Street would be vacated. Big Green (publicly accessible open space) would be built out during Phases 1B through 7, as described for the proposed project above.

Phase 2 would construct the first group of buildings, along with a portion of New Hudson Street. The portion of Hudson Street between Arelious Walker Drive and Earl Street would be vacated.

Phase 3A would relocate the 702 Earl Street historic building to the northern portion of the 700 Innes property, closer to the shoreline.

Phase 3B would construct the second group of buildings and the proposed K-8 school, and would extend New Hudson Street and Earl Street.

Phase 3C would construct the publicly accessible Public Market/Plaza open space (private ownership).

Phases 4 through 6 would construct the third group of the buildings, and would complete Beach, Fairfax, and Spring Streets.

Phase 7 would construct the final group of buildings.

The 5.63 acre publicly accessible open space, Big Green, including the adjacent India Basin Open Space, would be built out over Phases 1 through 7.

The maximum possible construction phasing overlap between the proposed RPD and Build Inc developments would have the entirety of the RPD construction overlapping with Build Inc major construction Phase 1.

Source: SOM, 2016

Figure 15 **Proposed Project Phasing**

Source: SOM, 2016

Figure 16 **Proposed Project Variant Phasing**

REQUIRED APPROVALS

The proposed project and variant would require approvals from a number of authorities, including those listed below:

San Francisco Planning Commission and Planning Director

- Certification of the Final EIR, adoption of California Environmental Quality Act (CEQA) Findings, and adoption of a Mitigation Monitoring and Reporting Program.
- Recommendation to the Board of Supervisors for approval of General Plan amendments, Planning Code text amendments, and Zoning Map amendments; and creating the India Basin SUD, which would establish uses, permit increased density and height limits within the SUD, and would contain specific DSG and other modifications that would permit the proposed residential, commercial, institutional, and recreational uses.
- Recommendation to the Board of Supervisors for approval of a Development Agreement.
- Findings that the proposed project or proposed project variant, including the realignment of Griffith Street, Arelious Walker Drive, and Hudson Street, and the vacation of the following public ROWs: Earl Street to the northeast of Hudson Street; Arelious Walker Drive northeast of New Hudson and Hudson streets; and Hudson Street between 900 Innes and Hunters Point Boulevard and Griffith Street, are consistent with the General Plan and Planning Code Priority Policies.
- Determination that shadows from buildings over 40 feet in height will have no significant adverse effect on the use of India Basin Park, India Basin Open Space, or other parks subject to Section 295 of the Planning Code, to occur after the Recreation and Parks Commission hearing forwards its recommendation to the Planning Commission.
- Design review approval by the Planning Director and/or Planning Commission of individual buildings, pursuant to the provisions of the India Basin SUD and the DSG.

Historic Preservation Commission

- Public hearing on the Draft EIR regarding impacts to historic resources.
- Approval of certificate of appropriateness for alterations proposed to landmark structures

San Francisco Recreation and Park Commission and General Manager

- Approval of the concept design for the RPD properties.
- Adoption of CEQA Findings and adoption of a Mitigation Monitoring and Reporting Program.
- Determination by the General Manager after consultation with the Recreation and Park Commission, that shadows from buildings over 40 feet in height will have no significant adverse effect on the use of India Basin Open Space, India Basin Shoreline Park, or other parks, subject to Section 295 of the Planning Code.
- Approval of the India Basin Open Space, 900 Innes Avenue, and India Basin Shoreline Park improvements and shoreline modifications.

- Approval of any resolutions necessary to accept potential transfer of new properties to RPD ownership, including some or all portions of the proposed Big Green.

San Francisco Department of Public Works

- Approval of street vacations, dedications, realignments, and improvements in public ROWs.
- Approval of subdivision maps, including condominium map applications.

San Francisco Department of Building Inspection

- Issuance of demolition, grading, and site construction permits.
- Approval to construct an onsite water system.

San Francisco Municipal Transportation Agency

- Approval of Class I and Class II bicycle path through the project site.
- Approval of modifications to streets affecting transportation systems, including without limitation, location of curb cuts, curbside loading zones, on-street parking spaces, transit facilities, pedestrian crossings, street lights and signs, turn lanes, and lane striping.
- Approval of location of bus transit stops.
- Approval of roadway network modifications.

San Francisco Public Utilities Commission

- Approval of an erosion and sediment control plan and storm water pollution prevention plan prior to commencing construction, and compliance with post-construction stormwater design guidelines—including a stormwater control plan.
- Approval for new water, sewer, and street light utility connections.
- Approval of an alternate nonpotable water source system.
- Approval of stormwater management system

Board of Supervisors

- Approval of General Plan, Zoning Map, and Planning Code text amendments to create and map the India Basin SUD, and modify height and bulk districts.
- Authorization of street vacations and dedications and changes to official curblines.
- Approval of a Development Agreement.

San Francisco Bay Conservation and Development Commission

- Issuance of a major permit for development of wetlands, the Bay, shoreline habitats, and public access.
- Amendment to the San Francisco Bay Plan and San Francisco Waterfront Special Area Plan.

San Francisco Regional Water Quality Control Board

- RWQCB Section 401 Water Quality Certification.

Bay Area Air Quality Management District (BAAQMD)

- Issuance of permits for installation and operation of the emergency generator.

State Lands Commission

- For removal of title exceptions as necessary for financing and development of residential and general office use, approval of an exchange agreement with the State Lands Commission under which various Public Trust claims would be relocated, reorganized, and/or consolidated.

California Bureau of Real Estate

- Approval of master home owner's association formation.

California State Historic Preservation Office

- Section 106 consultation for potential effects of project implementation on cultural resources.

U.S. Army Corps of Engineers

- Issuance of a nationwide or individual Section 404/10 permit for improvements or relocation of wetlands and permanent or temporary placement of fill in the Bay.

U.S. Fish and Wildlife Service/National Marine Fisheries Service

- Section 7 consultation for potential effects of shoreline modifications on endangered species (Section 7 consultation is triggered by the Section 404/10 permit).

B. PROJECT SETTING

See descriptions above under Project Location and Site Characteristics.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

CEQA Guidelines Section 15125(d) requires discussion of inconsistencies between the proposed project and variant and applicable general plans, specific plans, and regional plans, focusing on those inconsistencies that may result in physical environmental impacts. Policy consistency determinations are ultimately made by the City of San Francisco's (City's) Planning Commission and Board of Supervisors. The analysis in this section is intended to provide decision-makers with a discussion of planning considerations that are pertinent to the proposed project and variant. This section also provides a preliminary conclusion as to whether the proposed

project and variant would result in any inconsistencies with relevant plans and policies that relate to physical environmental impacts. These preliminary conclusions are intended to contribute to the public policy considerations surrounding the proposed project and variant and their roles within the City's larger planning framework. This consideration of policies would occur independently of the environmental review process, as part of the decision to approve, modify, or disapprove the proposed project or proposed project variant.

Conflicts and inconsistencies with a policy do not constitute, on their own, significant environmental impacts, unless such conflicts or inconsistencies result in direct physical environmental impacts. The physical impacts of the proposed project and variant are discussed in Section D, below. Physical impacts related to cultural resources, transportation and circulation, noise, air quality, wind and shadow, recreation, utilities and service systems, public services, biological resources, hydrology and water quality, and hazards and hazardous materials will be discussed in more detail in the EIR that will be prepared for the proposed project and variant.

As described in Section A, Project Description, project-related RPD properties are currently zoned M-1 (Light Industrial), NC-2 (Neighborhood Commercial), and P (Public) and are within the 40-X and OS Height and Bulk District. The proposed uses on the RPD properties would require rezoning of the M-1 and NC-2 parcels to P and changing the 40-X Height and Bulk District to OS through General Plan, Planning Code text, and Zoning Map amendments. The 700 Innes properties are zoned M-1 and NC-2 and within the 40-X Height and Bulk District. The proposed project includes changes to the development controls (including increases in permitted height) through General Plan, Planning Code text, and Zoning Map amendments, including an India Basin Special Use District (SUD) and Design Standards and Guidelines (DSG) for the development entitled through the SUD process and a Development Agreement.

The intent of forming a SUD for the project area would be to establish land use controls that are appropriate for the proposed mixed-use development in a part of the City that has been experiencing change. Whereas the Planning Code has established requirements for the site that would have been applicable to historic industrial uses in the area, the SUD would set new standards for height, bulk, setback, circulation, and other applicable design controls that are consistent with the residential, commercial, and recreational uses that are proposed at the project site. Establishment of the SUD and DSG would help ensure that project components are planned and designed considering the surrounding land uses, while providing improvements that enhance the neighborhood.

As stated above, potential inconsistencies of the proposed project and variant with applicable plans, policies, and regulations do not, by themselves, indicate a significant environmental effect. To the extent that physical environmental impacts may result from such conflicts, these impacts are discussed in Section E, below. Any inconsistencies between the proposed project plans, policies, and Planning Code land use controls that do not relate to physical environmental issues or result in physical environmental effects will be considered by City decision-makers as part of their determination on whether to approve, modify, or disapprove the proposed project.

Plans and policies addressed in this section include San Francisco Plans and Policies as well as Regional Plans and Policies.

SAN FRANCISCO PLANS AND POLICIES

San Francisco General Plan

The General Plan provides the City's vision for the future of San Francisco. The General Plan is divided into ten elements that apply Citywide: Air Quality, Arts, Commerce and Industry, Community Facilities, Community

Safety, Environmental Protection, Housing; Recreation and Open Space, Transportation, and Urban Design. Development in the City is subject to the General Plan, which provides objectives and policies to guide land use decisions, and contains some policies that relate to physical environmental issues, some of which may conflict with each other. Achieving complete consistency with the General Plan is not always possible for a proposed project. CEQA does not require an analysis of a proposed project in relation to all General Plan policies; it asks whether a proposed project would conflict with any plans or policies adopted to protect the environment.

General Plan elements that are particularly applicable to planning considerations associated with the proposed project are the Urban Design, Housing, and Recreation and Open Space elements. The Urban Design Element is concerned "both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory." The Urban Design Element also seeks to protect public views of open space and water bodies, and to protect and enhance the aesthetic character of San Francisco. Objective 3 of the Urban Design Element seeks to ensure that major new development complements existing land use patterns, natural resources, and neighborhood character. Objective 4 of the Urban Design Element emphasizes the need to protect existing and create new connections to recreational areas. As discussed under Planning Code, below, the proposed project and variant would require rezoning of the M-1 and NC-2 parcels to P through General Plan, Planning Code text, and Zoning Map amendments. An India Basin Special Use District (SUD) would be created, with Design Standards and Guidelines (DSG) for the planned development. The SUD and the DSG would require review and approval by the San Francisco Planning Commission, Planning Director, and Board of Supervisors. The decision-making bodies would consider whether the proposed changes to land use controls for the site would be consistent with relevant public policy considerations for the area and the City as a whole. The DSG for the project area would specify building design standards, including height, massing, streetscaping and landscaping, and open space policy that would generally advance the policies listed in the Urban Design Element. The decision-making bodies would review the SUD and DSG for consistency with the General Plan, including the Urban Design Element.

The key objective of the Housing Element is to promote the development of new housing (both market rate and affordable housing) in areas in San Francisco close to the City's job centers and well served by transit, while retaining existing housing in a way that strengthens the economy, reduces environmental impacts, and creates a stronger sense of place and community. A particular focus of the Housing Element is on the creation and retention of affordable housing, which reflects intense demand for such housing, a growing economy (which itself puts increasing pressure on the existing housing stock), and a constrained supply of land (necessitating infill development and increased density). The proposed project and variant are mixed-use projects containing housing, would not remove existing housing, and would not conflict with any objectives or policies in the Housing Element. The proposed project or proposed project variant would add 1,240 or 500 new residential units, respectively, and would comply with Planning Code Section 415 by providing a minimum of 149 or 60 below market rate (BMR) units on site (12 percent), providing a minimum of 248 or 100 BMR units off site (20 percent), or by paying the in-lieu fee that would meet the Planning Code Section 415 requirements. While housing affordability is not in itself a physical impact, the proposed project or variant's contribution to San Francisco's achievement of regional housing goals will be considered as part of the project approval process (regional housing needs are discussed under Plan Bay Area and Regional Housing Needs Plan and in Section E.3, below).

The Recreation and Open Space Element is intended to improve the quality of life within San Francisco communities by providing places for "recreation, activity and engagement, for peace and enjoyment, and for freedom and relief from the built world." Among its objectives is increasing recreation and open space to meet the long-term needs of the City and Bay region. Objective 2, Policy 2.5 of the Recreation and Open Space Element

encourages the development of region-serving open spaces in opportunity areas, including the southeastern waterfront. Objective 4 promotes protection and enhancement of the biodiversity, habitat value, and ecological integrity of open spaces. The proposed project and variant would comply with the Recreation and Open Space Element by enhancing existing open spaces on the project site and providing additional public recreational areas, including an extension of the Bay Trail.

Any potential conflicts with General Plan objectives and policies not identified in the EIR would be considered in the project evaluation process, and would not alter the physical environmental effects of the proposed project or proposed project variant. The Planning Department, the Zoning Administrator, the Planning Commission, the Board of Supervisors, and other City decision-makers will evaluate the proposed project's and proposed project variant's conformance with the objectives and policies of the General Plan, and will consider potential conflicts as part of the decision making process.

Accountable Planning Initiative. In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code, establishing eight Priority Policies. These policies are set forth in Section 101.1(b) and provide as follows: (1) that existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in, and ownership of, such businesses be enhanced; (2) that existing housing and neighborhood character be conserved and protected to preserve the cultural and economic diversity of our neighborhoods; (3) that the City's supply of affordable housing be preserved and enhanced; (4) that commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking; (5) that a diverse economic base be maintained by protecting the City's industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced; (6) that the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake; (7) that landmarks and historic buildings be preserved; and (8) that our parks and open space and their access to sunlight and vistas be protected from development.

Policies 1, 2, 5 are addressed in the Initial Study Checklist in Topic 1, Land Use and Land Use Planning. Policy 3 is addressed in the Initial Study Checklist in Topic 3, Population and Housing. Policy 4 is addressed in the Initial Study Checklist in Topic 5, Transportation and Circulation, and will be addressed further in the EIR. Policy 6 is the Initial Study Checklist in Topic 14, Geology and Soils. Policy 7 is addressed in the Initial Study Checklist in Topic 4, Cultural Resources, and will be addressed further in the EIR. Policy 8 is addressed in the Initial Study Checklist in Section 9, Wind and Shadow, and will be addressed in the EIR.

The proposed project and variant would not conflict with any of the eight Priority Policies. The Planning Commission and the Board of Supervisors will review the proposed project or proposed project variant for consistency with the Priority Policies during the public hearing on the proposed project or variant prior to acting on the Development Agreement and the General Plan, Zoning Map, and Planning Code text amendments to create and map the India Basin SUD and modify height and bulk districts. The case report and approval motions for the proposed project or proposed project variant that are presented to the Planning Commission will contain the Planning Department's comprehensive project analysis and findings regarding the proposed project's or proposed project variant's consistency with the Priority Policies, plans, policies, and Planning Code provisions that do not relate to physical environmental issues. The Planning Commission and the Board of Supervisors will also consider the information in this EIR when they determine whether to approve, modify, or disapprove the proposed project or proposed project variant.

Bayview Hunters Point Area Plan[15]

The Bayview Hunters Point Area Plan, last amended by the Planning Commission in 2010, is generally bounded by Cesar Chavez Street on the north, Cargo Way on the east, the Bay to the southeast, and 101 on the west. The Bayview Hunters Point area excludes the Hunters Point Shipyard, which is covered under a separate area plan. Candlestick and Executive Park are subareas of Bayview Hunters Point that are covered under their own subarea plans.

Bayview Hunters Point is a predominantly industrial and residential district. Historically, the area has been the location of the City's heaviest industries and the City's greatest concentration of public housing to support the area's high population of low-income residents. Today, the area is at a critical junction as urban growth is proceeding southeast—public and private development, in addition to the construction of the Third Street Light Rail, are increasing the significance of Bayview Hunters Point in the future of the City's development.

Objectives of the Bayview Hunters Point Area Plan that relate to the proposed project and variant include:

- Stimulate business, employment, and housing growth within the existing general land use pattern by resolving conflicts between adjacent industrial and residential areas (Objective LUS.1)
- Encourage the construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point (Objective HOU.6)
- Strengthen the role of Bayview's industrial sector in the economy of the district, the city, and the region (Objective IND.8).
- Enhance the distinctive and positive features of Bayview Hunters Point (Objective URB.10)
- Improve definition of the overall urban pattern of Bayview Hunters Point (Objective URB.11)
- Provide and maintain adequately located, well designed, fully equipped recreation facilities and encourage their use (Objective ROS.12)
- Provide continuous public open space along the shoreline of Bayview Hunters Point unless public access clearly conflicts with maritime uses or other non-open space uses requiring a waterfront location (Objective ROS.13)

The proposed project and variant would not conflict with the majority of the objectives or policies of the Bayview Hunters Point Area Plan. Historically, a portion of the site was used for shipping building and repair. While the project site is no longer used for industrial activities, some of the adjacent uses are considered production, distribution, and repair (PDR) uses. The proposed project and variant would change the industrial use of the site, but PDR uses would remain in the vicinity.

San Francisco Planning Code and Zoning Maps

The Planning Code incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed project complies with the Planning Code, an exception or variance is granted pursuant to the provisions of the Planning Code, or legislative amendments to the Planning Code are included and adopted as part of the proposed project.

[15] Bayview Hunters Point Area Plan, 2010 and Amendments by Resolution 18098 on June 3, 2010

Use Districts. The project site is zoned Light Industrial (M-1), Small-Scale Neighborhood Commercial (NC-2), and Public (P). Under Section 210.5 of the Planning Code, M-1 is a designation intended for smaller industries that are dependent on truck transportation. Most industries are permitted in the M-1 district, but those with particularly noxious characteristics are excluded. Under Section 711.1 of the Planning Code, NC-2 is a land use designation for areas ranging in size from two blocks, to many blocks, commonly located along collector and arterial streets that have transit routes. Small-Scale Neighborhood Commercial districts are defined as linear shopping streets that provide convenience goods and services to the surrounding neighborhoods, as well as limited comparison shopping goods for a wider market. Under Section 234 of the Planning Code, the P Zoning District applies to land that is owned by a governmental agency and is in some form of public use, which can include parks and open space. The 700 Innes properties are zoned M-1 and NC-2.

The proposed uses on the RPD properties would require rezoning of the M-1 and NC-2 parcels to P through General Plan, Planning Code text, and Zoning Map amendments.

Height and Bulk Districts. The project site is located in 40-X and Open Space (OS) Height and Bulk Districts. The 40-X Height and Bulk District would subject the proposed project and variant to a 40-foot height limit, with no bulk restriction. The OS Height and Bulk District is intended to indicate its principal or exclusive purpose as open space, with future development strictly limited. The 700 Innes properties are within the 40-X Height and Bulk District.

The proposed uses on the RPD properties would require changing the 40-X Height and Bulk District to OS through General Plan, Planning Code text, and Zoning Map amendments. The proposed project includes changes to the development controls (including increases in permitted height) through General Plan, Planning Code text, and Zoning Map amendments, including an India Basin Special Use District (SUD) and Design Standards and Guidelines (DSG) for the development entitled through the SUD process and a Development Agreement.

The proposed amendments to the General Plan, Planning Code text, and Zoning Map, including creation of an India Basin Special Use District (SUD) and Design Standards and Guidelines (DSG) for the entitled development, would require review and approval by the San Francisco Planning Commission, Planning Director, and Board of Directors. The decision-making bodies would consider whether the proposed changes to land use controls for the site would be consistent with relevant public policy considerations for the area and the City as a whole. The planning objectives and policies contained within the SUD and DSG would be focused to avoid environmental impacts and, as appropriate, would incorporate mitigation measures determined in the EIR for the proposed project and variant. If the decision-making bodies approve these land use decisions, the proposed project and variant would be consistent with the land use designations for the site.

San Francisco Transit First Policy

The City's Transit First Policy was adopted by the Board of Supervisors in 1973, amended in 1999, and is contained in Section 8A.115 of the City Charter. The Transit First Policy is a set of principles that emphasize the City's commitment that the use of public rights of way by pedestrians, bicyclists, and public transit be given priority over the private automobile. These principles are embodied in the policies and objectives of the Transportation Element of the General Plan. All City boards, commissions, and departments are required by law to implement the City's Transit First Policy principles in conducting the City's affairs.

The proposed project would provide approximately 1,800 off-street vehicle parking spaces. The proposed project variant would provide approximately 1,912 vehicle parking spaces. In addition, the proposed project would provide approximately 1,240 bicycle spaces; the project variant would provide 500 bicycle spaces in compliance

with Planning Code requirements. Therefore, the proposed project would not conflict with the Transit First Policy.

San Francisco Bicycle Plan

In August 2009, the San Francisco Board of Supervisors approved the San Francisco Bicycle Plan (Bicycle Plan), which is intended to provide a safe and attractive environment needed to promote bicycling as a transportation mode. In addition to identifying the existing bicycle route network and proposing short term and long term improvements to this network, the Bicycle Plan identifies goals, objectives, and policies to support these proposed improvements.

The proposed project and variant would provide the required number of Class I and Class II bicycle parking spaces. The proposed project and variant would include a network of new pedestrian pathways and Class I and II bicycle lanes, to enable a continuous Blue Greenway/Bay Trail as well as multiple points of access between the 700 Innes, 900 Innes, India Basin Open Space, and India Basin Shoreline Park properties. The proposed project and variant also would enable continuous access to the future Northside Park, which will be part of the Candlestick-Hunters Point Shipyard project, immediately to the east. Neither the proposed project nor the proposed project variant would conflict with the Bicycle Plan.

San Francisco Better Streets Plan

In December 2010, the Better Streets Plan was adopted in support of the City's efforts to enhance the streetscape and the pedestrian environment. The Better Streets Plan carries out the intent of San Francisco's Better Streets Policy, which was adopted by the Board of Supervisors on February 6, 2006. The Better Streets Plan classifies the City's public streets and right of way, and creates a unified set of standards, guidelines, and implementation strategies that guide how the City designs, builds, and maintains its public streets and right of way.

The Better Streets Plan consists of policies and guidelines for the City's pedestrian realm. Major concepts related to streetscape and pedestrian improvements include: (1) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or midblock curb extensions, pedestrian countdown and priority signals, and other traffic calming features; (2) universal pedestrian oriented design, with incorporation of street trees, sidewalk plantings, furnishing, lighting, efficient utility location for unobstructed sidewalks, shared single surface for small streets/alleys, and sidewalk/median pocket parks; (3) integrated pedestrian/transit functions using bus bulb-outs and boarding islands (bus stops in medians within the street); (4) opportunities for new outdoor seating areas; and (5) improved ecological performance with incorporation of stormwater management techniques and urban forest maintenance. The requirements of the Better Streets Plan were incorporated into the Planning Code as Section 138.1.

The proposed project and variant would be consistent with the Better Streets Plan by complying with Planning Code Section 138.1 through the implementation of the following measures: constructing integrated pedestrian and bicycle trails through the RPD and Build Inc project components and installation of in-water piers for pedestrian use. Landscaping, bioswales, and bicycle parking corrals would be installed on the 700 Innes property.

Sustainability Plan

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, which is charged with, among other duties, drafting and implementing a plan for San Francisco's long term

environmental sustainability. The goal of the San Francisco Sustainability Plan is to enable the City and its people to meet their current needs without sacrificing the ability of future generations to meet their own needs.

The San Francisco Sustainability Plan is divided into 15 topic areas: 10 that address specific environmental issues (air quality; biodiversity; energy, climate change, and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Although the San Francisco Sustainability Plan became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The San Francisco Sustainability Plan serves as a blueprint, with many of its individual proposals requiring further development and public comment.

The San Francisco Building Code was amended in 2008 to add Chapter 13C, Green Building Requirements, which partially implements the energy provisions of the Sustainability Plan. The San Francisco Green Building Requirements establish either Leadership in Energy and Environmental Design (LEED)[16] certification levels or Green Point Rated[17] system points for types of residential and commercial buildings. The new requirements mandate that newly constructed private residential and commercial buildings include energy and water efficient features, to be implemented during both construction and operation. The California Building Standards Commission adopted a green building code as part of the California Building Code (Title 24 of the California Code of Regulations, paragraph 6). The provisions of the state code became effective on January 1, 2011. Local jurisdictions are allowed to adopt or continue to use their own green building ordinances as long as they are as stringent as or more stringent than those adopted by the state.

The proposed project and variant would comply with applicable Green Building requirements, including those for construction and recycling; construction materials, including low emitting materials; energy consumption; parking; and water and stormwater. The proposed RPD development would be developed to LEED Gold standards, and the proposed Build Inc development would be developed to LEED Silver or equivalent rating standards. See Appendices B1 and B2 (Build Inc and RPD GHG Checklists) for specifics regarding how the Build Inc and RPD developments would comply with LEED-related measures.

The proposed project and variant would redevelop a site with a dense, mixed-use development and would incorporate the abovementioned energy efficiency, water conservation, and waste management measures. Therefore, the proposed project and variant would not conflict with the San Francisco Sustainability Plan.

Climate Action Strategy

In 2013, the City and County of San Francisco adopted the Climate Action Strategy. The Climate Action Strategy updates the Climate Action Plan adopted by the City in 2004. The actions at the core of the strategy is to source 100% of residential and 80% of commercial electricity from renewable sources, coupled with usage improvements to promote energy efficiency; make 50% of all trips outside of personal vehicles; and achieve San Francisco's zero waste goal, which targets reducing emissions from waste generation and disposal to zero.

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[16] LEED is an internationally recognized green building certification system developed by the U.S. Green Building Council, which provides third party verification that a building or community was designed and built using strategies aimed at improving performance across metrics that include energy savings, water efficiency, reduction of carbon dioxide emissions, improved indoor environmental quality, stewardship of resources, and sensitivity to impacts on resources.

[17] Green Point Rated is a program of Build it Green, established for evaluating residential building performance in the areas of resource conservation, indoor air quality, water conservation, energy efficiency, and livable communities (infill development, density, diversity).

Key strategies focus on energy use in buildings, transportation, zero waste, urban forest, and municipal operations. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Climate Action Strategy and many of the actions require further development and commitment of resources, the Climate Action Strategy serves as a blueprint for reduction of GHG emissions. Recommended actions of the Climate Action Plan under energy use in buildings include implementation of the existing commercial building benchmarking ordinance and requiring energy efficient designs in new development.

Recommended transportation includes the increased use of public transit as an alternative to driving and increased urban infills closer to transit service. The Climate Action Strategy also promotes the transit mode switch from driving to bicycling and walking.

As discussed in Section E, Topic 17, Mineral and Energy Resources, the proposed project and variant would implement building energy-efficient design measures and features intended to reduce water usage. The proposed project and variant would be built to meet LEED Silver or equivalent rating. In addition, the proposed project and variant would demonstrate a 10% compliance margin for GreenPoint Rated program. The proposed commercial and residential buildings would be more energy efficient than standard development occurring throughout the State. Considering these project features, the proposed project and variant would not conflict with the Climate Action Plan.

REGIONAL PLANS AND POLICIES

In addition to local plans and policies, there are several regional planning agencies whose environmental, land use, and transportation plans and policies consider the growth and development of the nine-county San Francisco Bay Area. Some of these plans and policies are advisory, and some include specific goals and provisions that must be adhered to when evaluating a project under CEQA. The regional plans and policies that are relevant to the proposed project are discussed below.

Plan Bay Area and Regional Housing Needs Plan

Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG)'s Plan Bay Area is a long range integrated transportation and land use/housing strategy through 2040 for the San Francisco Bay Area, which functions as the Sustainable Communities Strategy mandated by Senate Bill 375. In July 2013, ABAG projected regional housing needs in its *Regional Housing Needs Plan for the San Francisco Bay Area*: *2014–2022*. According to this plan, San Francisco's projected housing need from 2014 to 2022 is 28,869 residential units, consisting of 6,234 within the very low income level (0-50 percent); 4,639 within the low income level (51-80 percent); 5,460 within the moderate income level (81-120 percent); and 12,536 within the above moderate income level (120 percent plus).[18] The jurisdictional allocation for San Francisco translates into an average annual need of approximately 4,124 net new residential units.

The proposed project or proposed project variant would add 1,240 or 500 new residential units, respectively, and would comply with Planning Code Section 415 by providing a minimum of 149 or 60 BMR units on site (12 percent), providing a minimum of 248 or 100 BMR units off site (20 percent), or by paying the in-lieu fee. Therefore, the proposed project would contribute to the City's housing stock, including affordable housing stock, thereby helping to meet the City's overall housing demands.

18 ABAG Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022, July 2013, Appendix C

The proposed project and variant would generally be consistent with the MTC and ABAG's Plan Bay Area and ABAG's Regional Housing Needs Plan 2014-2022. The physical impacts of the proposed project and variant relating to population and housing are discussed in the Initial Study Checklist, Topic 3, Population and Housing. Impacts of the proposed project and variant relating to transportation are discussed in the Initial Study Checklist, Topic 5, Transportation and Circulation, and will be addressed further in the EIR.

San Francisco Bay Plan and San Francisco Waterfront Special Area Plan

Certain portions of the proposed project area along the waterfront are within the San Francisco Bay Plan and Port of San Francisco jurisdiction. The San Francisco Bay Plan (Bay Plan) was adopted by the BCDC 1969 in accordance with the McAteer-Petris Act (California Government Code Sections 66600-66682). It guides the protection and use of San Francisco Bay and its shoreline. Under the McAteer-Petris Act, BCDC has the authority to issue or deny permits for the placement of fill, extraction of materials, or substantial changes in use of land, water, or structures within its jurisdiction, and to enforce policies aimed at protecting the Bay and its shoreline.

BCDC's permit authority over the Bay itself, which is below the mean high tide line, relates primarily to Bay fill, which can be approved by the Commission only for certain water-oriented uses or for improving shoreline appearance or public access to the Bay, and when there is no alternative upland location for the proposed use. In order for BCDC to approve a permit, the project must be consistent with the McAteer-Petris Act and the Bay Plan (including any Special Area Plan). BCDC's jurisdiction over the Bay shoreline is limited to a 100-foot-wide shoreline band extending inland from the mean high tide line and areas that are subject to tidal action from the south end of the Bay to the Golden Gate (Point Bonita-Point Lobos) and Sacramento River line. BCDC also has jurisdiction over other areas of the Bay not within the 100-foot shoreline band including salt ponds, managed wetlands, and certain waterways.

To minimize future pressures for Bay fill, the Bay Plan Maps designate shoreline "Priority Use Areas" that should be reserved for regionally important, water-oriented uses needing or historically located on shoreline sites, such as ports, water-related industry, water-related recreation, airports, and wildlife refuges. The Bay Plan Maps also contain policies that generally specify uses and other criteria for the use and development of each designated site.

The San Francisco Waterfront Special Area Plan applies the requirements of the McAteer-Petris Act and the provisions of the San Francisco Bay Plan to the San Francisco waterfront in greater detail and should be read in conjunction with both the McAteer-Petris Act and the Bay Plan. The Special Area Plan is based on certain assumptions that the Waterfront Advisory Committee made in the early 1970s, which were updated by the BCDC and Port Commissions in 2000 when the Plan was amended.

The San Francisco Bay Plan Map 5 (Central Bay) designates a portion of the project site as a "Waterfront Park/Beach" Priority Use Area. The project proposes open space and recreational uses and mixed use in the designated waterfront and beach area. The Waterfront Park/Beach Priority Use designation is not a policy designed to reduce or avoid environmental impacts. Implementation of the project would require an amendment to the Bay Plan because it proposes residential and commercial uses that are different than the "Waterfront Park/Beach" Priority Use Area designation. BCDC will review the environmental analysis prepared for the project to determine if the proposed uses are consistent with the multi-use framework the Bay Plan has established for the San Francisco shoreline.

The proposed project and variant would demolish existing in-water structures, construct public access and recreational improvement, and install enhancements to improve ecological function. Construction of these

components, along with larger development plan of the shoreline within the project site, would be subject to BCDC permitting requirements.

San Francisco Bay Area Basin Plan

Water quality control plans (basin plans) provide the basis for protecting water quality in California. Basin plans are mandated by both the Federal Clean Water Act and the State Porter-Cologne Water Quality Act. The goal of the San Francisco Bay Basin Plan is to provide a definitive program of actions designed to preserve and enhance water quality and to protect beneficial uses of water in San Francisco Bay. The stormwater discharge, wastewater management, drainage plan, and water quality control systems for the proposed project and variant would comply with, and generally be consistent with, the water quality regulations of the San Francisco Bay Basin Plan. The physical impacts of implementing these systems, and the permitting requirements of the RWQCB, are discussed in the Initial Study Checklist, Topic 15, Hydrology and Water Quality. Because the proposed project and variant would include in-water components (including demolition of existing in-water structures and construction of up to four piers for pedestrian use), compliance with RWQCB requirements during construction and operation will be addressed in the EIR.

Bay Trail Plan

The Bay Trail Plan lay the groundwork for establishing the Bay Trail, a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays. The Plan was prepared by ABAG pursuant to Senate Bill 100, which mandated that the Bay Trail provide connections to existing park and recreation facilities, create links to existing and proposed transportation facilities, and be planned in such a way as to avoid adverse effects on environmentally sensitive areas.

The proposed Bay Trail alignment is a 500-mile recreational ring around the Bay. Where feasible, the trail is intended to be close to the shoreline. The trail system is intended to function not only as a recreational corridor but also as a connecting link to inland recreation sites, residential neighborhoods, employment centers, and providing restricted access to environmentally sensitive areas. Policies contained in the Bay Trail Plan fall under five categories: trail alignment, trail design, environmental protection, transportation access, and implementation.

The proposed project and variant would extend the Blue Greenway, a portion of the Bay Trail, which will assist in connecting The Embarcadero to the north to Candlestick Point to the south. The proposed project and variant would provide pedestrian and bicycle connections to and along the shoreline, fronting the San Francisco Bay. Ecological improvements would be implemented as part of the proposed project and variant. The proposed project and variant would not result in inconsistencies with the Bay Trail Plan.

Clean Air Plan

The BAAQMD's Bay Area 2010 Clean Air Plan requires implementation of "all feasible measures" to reduce ozone and to provide a control strategy to reduce ozone, particulate matter, toxic air contaminants, and GHGs. The 2010 Clean Air Plan describes the status of local air quality and identifies emission control measures to be implemented. The Proposed Project would generally be consistent with the Bay Area Clean Air Plan. Physical impacts of the Proposed Project related to air quality and compliance with these plans are addressed in the Initial Study Checklist under Topic 7, Air Quality, and will be addressed further in the EIR.

The Public Trust

Certain portions of the proposed project area could be subject to a claim that the common law public trust for commerce, navigation, and fisheries, and/or the statutory trust under the Burton Act,[19] as amended (the Public Trust), applies. The Public Trust imposes certain use restrictions on historical tidal and submerged lands along the waterfront, to protect the interests of the state in commerce, navigation, and fisheries, as well as other public benefits recognized to further the Public Trust purposes, such as recreation and environmental preservation.[20] In order to resolve potential public trust claims, the project sponsor anticipates negotiating a trust settlement or exchange agreement with the State Lands Commission that would resolve any public trust claims. Specifically, it is anticipated that the trust settlement agreement would relocate, reorganize, and/or consolidate designated portions of the project area that are subject to a Public Trust claim by removing the Public Trust claims from developable portions of the project area, including those used for residential and general office use, and impressing the Public Trust on those lands adjacent to the waterfront that would be permanently dedicated to public access, open space and other public trust uses. The settlement agreement will be coordinated with RPD, and will be subject to their review and approval, to the extent that it includes property currently owned by RPD and will require the approval of the State Lands Commission.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

Table 4 shows the relevant cumulative projects considered for the environmental analysis.

Table 4
Cumulative Projects

Name	Location	Description
Candlestick Point — Hunters Point Shipyard (Phases 1 and 2)	702 acres along the southeastern waterfront of San Francisco (281 acres at Candlestick Point and 421 acres at Hunters Point Shipyard)	6,225 dwelling units, 125,000 sf of neighborhood retail, 50,000 sf of community facilities, 150,000 sf of office, 10,000-seat performance venue, and 220 hotel rooms
India Basin Shoreline Park and 900 Innes Avenue Remediation	India Basin Shoreline Park and 900 Innes Avenue properties in San Francisco	Up to approximately 12 acres of remediation
Blue Greenway Bay Trail	Along 13-miles of San Francisco's southeastern waterfront	Series of connected parks, trails, and green open space
Hunters View	227-229 West Point Road in San Francisco	Demolition of all of the existing public housing units and other community facilities on the site and development of 800 new residential units, including 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units (10-15% of which will be affordable)
Executive Park	71-acre subarea of the Bayview Hunters Point Area Plan located in the	Two new residential development projects (totaling 964 residential units) north of Executive Park Boulevard North and north of Crescent Way. Demolition of the existing office park development within a 14.5-acre southern portion of the

19 Statutes of 1968, Chapter 1333

20 Public Trust Policy, adopted by the State Lands Commission on August 29, 2001

	southeastern part of San Francisco, just east of U.S. Highway 101 and along the San Francisco/San Mateo County boundary	Subarea Plan Area to a new, primarily residential area (with 1,600 residential units and about 73,000 gsf retail).
Brisbane Baylands	684 acres along US-101 in Brisbane immediately south of the border with San Francisco	Four potential options evaluated at equal level of detail: 1) Developer-Sponsored Plan (DSP) would include approximately 7 million square feet of office/ retail /industrial/ institutional uses, 4,434 residential units, approximately 169.7 acres of "open space/open area," and approximately 135.6 acres of "lagoon" area. Total new development under the DSP would be approximately 12.1 million square feet. 2) Developer-Sponsored Plan – Entertainment Variant (DSP-V) is similar to the DSP in its development intensity and land use pattern but replaces the retail and office/research and development (R&D) uses with entertainment-oriented uses, including a 17,000- to 20,000-seat sports arena, a 5,500-seat concert theater, a multiple-screen cinema, and more conference/exhibition space and hotel rooms than are proposed under the DSP. Total new development under the DSP-V scenario would total approximately 12.0 million square feet. 3) Community Proposed Plan (CPP) provides for approximately 7.7 million square feet of office, industrial, commercial, and institutional uses, along with approximately 330 acres of open space/open area and the 135.6-acre lagoon. In addition to the 684-acre area included as part of the DSP, the CPP includes the 44.2-acre Recology site, which spans the cities of Brisbane and San Francisco, encompassing the Beatty Subarea designated in the City of Brisbane General Plan and adjacent roadway rights-of-way. The CPP does not include residential development. Total new development under the CPP scenario would total approximately 7.7 million square feet. 4) Community Proposed Plan – Recology Expansion Variant (CPP-V) proposes expansion of the existing Recology facility in the northeast portion of the Brisbane Baylands within the Brisbane city limits. Under the CPP-V, Recology would expand southward from its current boundary, replacing the hotel and R&D uses proposed under the CPP just north of Geneva Avenue and east of Tunnel Road. The existing 44.2-acre Recology site would expand by 21.3 acres to a total of 65.5 acres. Total new development under the CPP-V scenario would be approximately 8.1 million square feet.
Visitacion Valley/ Schlage Lock (Redevelopment Zones 1 and 2)	46 acres in San Francisco's Visitacion Valley neighborhood extending on both sides of Bayshore Boulevard roughly between Sunnydale Avenue and Blanken Avenue	2,014 dwelling units, 72,700 sf of neighborhood-serving commercial, and 25,000 sf of cultural/ institutional/education development
Eastern Neighborhoods Plan	Approximately 2,200-acre area on the eastern side of the City	Changes in zoning controls and General Plan amendments intended to encourage new housing while maintaining or creating cohesive neighborhoods
India Basin Transportation Action Plan	Project vicinity	Changes to Right-of-Ways along nearby streets
Muni Forward	City-wide, including in project vicinity	Changes to bus routes, lanes, and bulb-outs along nearby streets
San Francisco Bicycle Plan	City-wide, including in project vicinity	Changes to bike lanes along nearby streets

The proposed residential project and the maximum commercial variant—both in combination with the RPD redevelopment[21]—are referred to as the proposed project and the variant. The proposed project and variant could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor. In this Initial Study, whenever an impact is identified as a "Potentially Significant Impact" that potential impact will be analyzed in the EIR. The "Potentially Significant Impact" designation is being used solely to identify topics that will be addressed in detail in the EIR for this project and does not reflect a determination that the project will result in a significant impact on these resources. These topics are being included in the EIR, because additional analysis is needed to determine the potential effect on resource areas.

All items in the Initial Study Checklist that have been checked "Less than Significant Impact," "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. These topics will not be further discussed in the EIR. A discussion is included in this Initial Study for those issues checked "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." For all of the items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potentially significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department. For each checklist item, the evaluation has considered the impacts of the proposed project and variant both individually and cumulatively.

☐ Land Use	☒ Air Quality	☒ Biological Resources
☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Geology and Soils
☐ Population and Housing	☒ Wind and Shadow	☒ Hydrology and Water Quality
☒ Cultural Resources	☒ Recreation	☒ Hazards/Hazardous Materials
☒ Transportation and Circulation	☒ Utilities and Service Systems	☐ Mineral/Energy Resources
☒ Noise	☒ Public Services	☐ Agricultural and Forest Resources
		☒ Mandatory Findings of Significance

[21] As used herein, "redevelopment" refers generically to development and construction activities in existing urbanized areas, rather than specifically referring to redevelopment under the California Community Redevelopment Law, California Health & Safety Code Sections 33000 et seq.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c) Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

Land use impacts are considered significant if a project would conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Land use impacts are also considered significant if a project would divide the physical arrangement of an established community or have a substantial impact upon the existing character of the vicinity.

Impact LU-1: The proposed project or proposed project variant would not divide an established community. (No Impact)

The division of an established community would typically involve the construction of a barrier to neighborhood access (such as a new freeway segment) or the removal of a means of access (such as a bridge or roadway). The proposed project and variant would involve demolition of six existing buildings, adjustments to existing public ROWs, and new roadways within the project site. In addition, the proposed project and variant would provide access to the India Basin Open Space and future Northside Park, include a network of new pedestrian pathways and Class I and II bicycle lanes to enable a continuous Blue Greenway/Bay Trail, and multiple points of access between 700 Innes, 900 Innes, and the India Basin Shoreline Park.

The land uses surrounding the project site include PG&E's former power plant to the north; public housing (Hunters View, Hunters Point East/West, and Westbrook) to the west; the Bay to the north; and the future Northside Park (currently open space) for the Candlestick Point-Hunters Point Shipyard Phase 2 project to the east. The proposed project and variant are aligned with a large redevelopment effort on property adjacent to the southeast portion of the site designed to create a high-density mixed-use neighborhood as a means to fully realize active use of and access to the Bayview shoreline (City of San Francisco, 2010).

The existing project site is generally vacant and is adjacent to the Bay with open space land uses on two sides. With improved connectivity as a result of proposed public open space access and network of new pedestrian and bicycle pathways, the proposed project and variant would not result in physical divisions. Residential and non-residential infill development would provide a more continuous land use pattern and street grid, provide new services and community amenities in the Bayview Hunters Point Neighborhood, allow better access to parks and recreational facilities, and remove existing barriers to open space and Bay access. The project would not divide an established community; therefore, no impact would occur. This topic will not be discussed in the EIR.

Impact LU-2: The proposed project and variant would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

Land use impacts are also considered to be significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the BAAQMD's *2010 Clean Air Plan*, which directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment.

The *General Plan* contains objectives and policies that guide land use decisions, as well as some objectives and policies that relate to physical environmental issues. As identified in Section C, Compatibility with Existing Zoning and Plans, portions of the proposed project would conflict with policies identified in the General Plan, and the San Francisco Bay Plan. The physical environmental impacts that could result from these identified conflicts will be discussed in the EIR. As further discussed, conflicts with objectives and policies of local and/or regional transportation and circulation plans and programs have not been identified. Any potential conflicts with transportation plans, policies, or regulations that could result in physical environmental effects will be discussed in the EIR Transportation section.

The proposed project or the proposed project variant would be partially inconsistent with the use designations in the *San Francisco Bay Plan* and San Francisco Waterfront Special Area Plan because these plans designate the project site for "Waterfront Park and Beach" Priority Uses, a portion of which would be developed for mixed use under the proposed project or proposed project variant. This inconsistency does not constitute a significant environmental impact because the use designations were not adopted to avoid or mitigate an environmental effect.

To the extent that the proposed project conflicts with any *General Plan* or *Bay Plan* objectives and policies that do not relate to physical environmental issues, those conflicts would be considered by the decision-makers as part of their decision to approve or disapprove the proposed project.

As described in the project description, the project-related RPD properties currently are zoned M-1, NC-2, and P and are within the 40-X and OS Height and Bulk District. The proposed uses on the RPD properties would require rezoning of the M-1 and NC-2 parcels to P and changing the 40-X Height and Bulk District to OS through General Plan, Planning Code text, and Zoning Map amendments. The 700 Innes properties are zoned M-1 and NC-2 and within the 40-X Height and Bulk District. The proposed project includes changes to the development controls (including increases in permitted height) through General Plan, Planning Code text, and Zoning Map amendments, including an India Basin Special Use District (SUD) and Design Standards and Guidelines (DSG) for the development entitled through the SUD process and a Development Agreement.

Certain portions of the proposed project area could be subject to the common law public trust for commerce, navigation, and fisheries, and/or the statutory trust under the Burton Act,[22] as amended (the Public Trust), would apply. The Public Trust imposes certain use restrictions on historical tidal and submerged lands along the waterfront, to protect the interests of the state in commerce, navigation, and fisheries, as well as other public benefits recognized to further the Public Trust purposes, such as recreation and environmental preservation.[23]

22 Statutes of 1968, Chapter 1333

23 Public Trust Policy, adopted by the State Lands Commission on August 29, 2001

Build Inc anticipates negotiating a trust settlement agreement with the State Lands Commission. Specifically, it is anticipated that the trust settlement agreement would relocate, reorganize, and/or consolidate designated portions of the project area that are subject to a Public Trust claim, by removing the Public Trust claims from developable portions of the project area, including those used for residential and general office use, and impressing the Public Trust on those lands adjacent to the waterfront that would be permanently dedicated to public access, open space and other public trust uses. The settlement agreement will also be coordinated with RPD, and subject to their review and approval.

The proposed project would not conflict with applicable plans, policies, and regulations such that an adverse physical change would result. In addition, the proposed project would not conflict with any such adopted environmental plan or policy.

Amending plans to achieve consistency would be part of the approval and entitlement process for the proposed project and variant. Amendments of the General Plan, Planning Code, and the San Francisco Bay Plan, and the San Francisco Waterfront Special Area Plan are part of the proposed project and thus would be consistent with the relevant plans and polices, once amended. Overall, the proposed project and variant would have a less-than-significant impact on land use plans and policies.

For the reasons discussed above, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. There would be a less-than-significant impact, and no mitigation measures are necessary. This topic will be discussed in the EIR for informational purposes.

Impact LU-3: The proposed project and variant would not have a substantial adverse impact on the existing character of the vicinity. (Less than Significant)

The proposed project and variant are aligned with a large redevelopment effort to create a high-density mixed-use neighborhood along the Bayview shoreline. The development would not have a demonstrable adverse effect on land use character of the project site itself. The proposed project would result in a substantially different built environment compared to the existing character of the site and vicinity. With the transition in scale and uses, the extension of streets, and with the connectivity of new open space with existing shoreline open space, the proposed project would be compatible with surrounding land uses. The proposed project and variant would not result in a substantial adverse change in the existing land use character at the project site or vicinity. The impact would be less than significant; however, this topic will be discussed in the EIR for informational purposes.

Impact-C-LU: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to land use and planning. (Less than Significant)

Within the vicinity of the proposed project, ongoing and foreseeable development consists of infill redevelopment projects similar to the proposed project. Redevelopment of former industrial parcels in the Bayview Hunters Point neighborhood with mixed-use development and the redevelopment of the Schlage Lock site are consistent with the San Francisco General Plan and Bayview Hunters Point Area Plan's vision for the area, which intends to stimulate economic and housing growth within the area by resolving conflicts between industrial and residential uses. Other potential cumulative projects would also be required to comply with land use requirements instituted to avoid physical environmental impacts, such as the provision of open space, pedestrian and bicycle facilities, and incorporating sustainable design into new buildings and landscaping. The addition of the proposed project to the San Francisco southeastern shoreline would assist in implementing connectivity along the shoreline between

the downtown area and ongoing development at Candlestick Point and Hunter's Point Shipyard. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would result in a less-than-significant cumulatively considerable land use impact. Therefore, cumulative land use and planning impacts will not be addressed further in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☐	☐	☒

The City of San Francisco contains a dense, urban population with an ample amount of scenic views due to its varying topography and location. Scenic vistas, which are predominantly found in the higher elevations throughout the City, are continually protected by the City's Urban Design Element found within the General Plan.

Senate Bill (SB) 743 added Section 21099 to the Public Resources Code and no longer requires the analysis of aesthetics impacts for urban infill projects under CEQA. CEQA Section 21099 allows for a determination that aesthetic and parking effects of a project need not be considered significant environmental effects. Per the SB 743 eligibility checklist included as Appendix A, the proposed project meets the definition of a mixed-use residential project on an infill site[24] and a transit priority area[25] as specified by Public Resources Code Sections 21099(a)(4) and 21099(a)(7), respectively. Accordingly, the EIR will not contain a separate discussion of the topic of aesthetics, which can no longer be considered in determining the significance of the proposed project's physical environmental effects under CEQA. As such, the following aesthetics topics are briefly discussed but are considered not applicable; as such no significance determinations beside not applicable are provided. The EIR nonetheless will provide a visual depiction of the proposed project for the public to understand the overall massing composition, site layout and conceptual design intent in relation to the surrounding neighborhood as part of EIR Chapter 2, Project Description.

24 Public Resources Code 21099(a)(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

25 Public Resources Code 21099(a)(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The project site is located on the coast of the San Francisco Bay fronting the India Basin shoreline and is generally located on flat ground with a topography that slopes toward the Bay at the northeast corner of the site. However, existing views of the shoreline from Innes Avenue are fleeting and temporary due to the ongoing flow of traffic, pedestrians, and bikers. Behind Innes Avenue, views from both Cleorand Lane and Northridge Road would be from higher topography. Due to these elevated vantage points and given the proposed project location, massing and height, views of the San Francisco Bay would only be partially obstructed. In front of and due-west of the project area, India Basin Shoreline Park provides public access to the San Francisco Bay along the India Basin shoreline via trails and open space. However, since focal viewpoints from the trail are likely to the east toward the San Francisco Bay and not of the proposed project or the proposed project variant, or the buildings to the west, views would not be obstructed out to the San Francisco Bay. The layout of the India Basin Shoreline Park is anticipated to change in the future with expanded and enhanced park and open space but will still remain a recreational area. Views of San Francisco Bay from the India Basin Shoreline Park, due west, would not be adversely affected. At the opposite end of the project site, views of the San Francisco Bay from Donahue Street would also not be obstructed due to the rise in topographic elevation. Aside from the views to the east of the San Francisco Bay and its accompanying shoreline along the India Basin shoreline, there are no views of scenic resources such as trees, rock outcroppings, or other natural resources located within the project site that would be obstructed by the proposed project or the proposed project variant.

The visual quality of the neighborhood surrounding the project site is transitional; PG&E's former power plant is located to the north; public housing (Hunters View, Hunters Point East/West, and Westbrook) to the west; the Bay to the north; and open space to the east (the location of the future Northside Park for the Candlestick Point-Hunters Point Shipyard Phase 2 project). The proposed project and variant are aligned with a large redevelopment effort to the southeast of the project site that is designed to create a vibrant high-density mixed-use neighborhood along the Bayview shoreline (City of San Francisco, 2010). Much of the development directly adjacent to and surrounding the project area (e.g. along Cleorand Lane and Donahue Street) has either been constructed within the past 30 years, or is currently undergoing construction. However, many residences, located due-south on Northridge Road for example, tend to be older in age and not as varied architecturally. Furthermore, most of the buildings surrounding the project site are low to mid-scale single family and apartment buildings with few commercial uses. Immediately bordering the project site, Innes Avenue is an important link for transportation purposes to and from the project site and its surrounding areas. The proposed project or proposed project variant would benefit the visual character of the project site and enhance the quality of the site and its surrounding area through new development that would add to the architecture setting.

Sources of light and glare can include (but are not limited to) streetlights, illuminated signs, and other buildings. However, since most structures surrounding the project area are residential, light and glare levels are not expected to increase substantially during the day or nighttime. Design of the proposed project or proposed project variant will incorporate materials sensitive to light and glare and would take into consideration the direction of exterior light. Therefore, aesthetics impacts will not be addressed further in the EIR.

Cumulative projects proposed in the area such as Bayview Hunters Point and the Schlage Lock redevelopment are also in-fill redevelopment projects and, thus, would also qualify under SB 743 as to not require the analysis of aesthetics impacts under CEQA. For this reason, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable aesthetics impact. Therefore, cumulative aesthetics impacts will not be addressed further in the EIR.

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

Impact PH-1: The proposed project or proposed project variant would not directly or indirectly induce substantial population growth in San Francisco. (Less than Significant)

In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project would not be implemented. As described in the Project Description, the proposed project or proposed project variant would result in the construction of approximately 1,240 dwelling units or 500 dwelling units, respectively. The proposed project and variant also includes development of 275,330 gsf or 1,000,000 gsf of retail, commercial, R&D, laboratory, clinical care, institutional, and educational uses, respectively. The proposed project and variant would therefore directly increase population and employment at the project site and would contribute to anticipated population growth in both the neighborhood and citywide context.

According to the United States Census Bureau's most recent American Community Survey,[26] the City and County of San Francisco has a population of approximately 829,072 residents and 380,518 housing units. Census Tract 231.02, which includes the project site and its immediate vicinity, has a population of 2,934 residents. The population of census tracts within a ¼-mile radius of the project site is approximately 6,418 persons.[27] Based on the total population and amount of housing in San Francisco, there were approximately 2.18 persons per household in 2014. The addition of approximately 1,240 dwelling units or 500 dwelling units would increase the population at the project site by approximately 2,703 or 1,090 residents, respectively. This would represent a residential population increase of approximately 92 percent or 37 percent over the existing population within Census Tract 231.02, about 42 percent or 17 percent over the existing population within the project vicinity (census tracts within a ¼-mile of the project site), and about 0.3 percent or 0.1 percent over the existing City and County of San Francisco population. The population increase attributable to the proposed project would represent about 1.1 percent of the projected citywide increase in population of about 238,700 persons anticipated between 2015 and 2040.[28]

26 United States Census Bureau American Community Survey 5-Year Estimates (2010–2014)

27 United States Census Bureau, 2014

28 Association of Bay Area Governments (ABAG) Projections, 2013 (hereinafter referred to as "ABAG Projections, 2013")

The increase in the number of dwelling units and commercial, R&D, laboratory, clinical care, institutional, and educational uses under the proposed project and variant would align with the large redevelopment effort to create a vibrant high-density mixed-use neighborhood along the Bayview shoreline.[29] Since this population and housing growth is planned and anticipated by the City of San Francisco and physical environmental effects of population and housing growth is being analyzed for this project, this impact is less than significant.

The proposed project and would include new road construction, existing road upgrades, as well as upgrades to water, wastewater, drainage, gas and electric, and other utility infrastructure. As described above, these infrastructure improvements would serve the proposed project and variant, which would cause direct population growth but would not open up other locations to development. As mentioned above, this growth is already planned as part of the Bayview Hunters Point Area Plan and, therefore, would result in a less-than-significant impact.

Impact PH-2 and Impact PH-3: The proposed project or proposed project variant would not displace substantial numbers of existing housing units or people, and would not create demand for housing beyond that proposed. (Less than Significant)

The project site is generally undeveloped, except for approximately six buildings and structures. Two of these structures have residential uses—one will be demolished and the other will be relocated on-site. The two-unit residential structure to be demolished—and not relocated—is located at 838-840 Innes Avenue. The proposed project and variant would include construction of 1,240 dwelling units or 500 dwelling units, respectively, effectively increasing housing in the project area by 1,238 or 498 dwelling units after two residential units are removed. This would result in a substantial increase in housing units, which is considered a positive impact in the context of housing displacement; therefore this impact is not discussed further. The analysis below focuses on increased demand for housing created by the proposed project beyond that proposed.

The addition of 275,330 gsf or 1,000,000 gsf of retail, commercial, R&D, laboratory, clinical care, institutional, and educational uses, respectively, would result in new employees. These new employees could create an incremental increase in the demand for housing independently as well as in conjunction with forecasted population growth associated with past, present and reasonably foreseeable projects.

In 2015, ABAG *Projections 2013* estimate that there are approximately 362,440 households in San Francisco, and, by 2040, San Francisco is projected to have approximately 447,350 households.[30] According to the City's *2014 Housing Element*,[31] San Francisco is projected to experience continued housing growth between 2015 and 2040, with an annual average of approximately 3,400 new San Francisco households. According to ABAG *Projections 2013*, there were 1.27 workers per San Francisco household. Based on this assumption about workers per household and the conservative assumption that all new employees would be new San Francisco residents, the estimated 1,520 new employees attributable to the proposed project or the estimated 4,500 employees attributable to the proposed project variant would generate a potential demand for approximately 1,930 and 5,715 new dwelling units, respectively. Based upon information in ABAG's *Projections 2013* and the City's *2014 Housing Element*, the proposed project's employment-related housing demand could be accommodated by the City's projected housing growth between 2015 and 2040. The proposed project and variant employment-related housing demand would represent about seven percent of the City's estimated household growth between the years of

29 Bayview Hunters Point Area Plan, 2010 and Amendments by Resolution 18098 on June 3, 2010

30 ABAG Projections, 2013

31 San Francisco Housing Element, 2014

2015 and 2040. This potential increase in employment-related housing demand would not be considered substantial in the context of total housing demand in San Francisco over the same time period (2015 to 2040). In addition, the actual increase in housing demand due to the proposed project may likely be lower, because some of the proposed project's employees may not require housing or be new to San Francisco or the Bay Area.

In July 2013, ABAG projected regional housing needs in its *Regional Housing Needs Plan for the San Francisco Bay Area*: *2014–2022*. According to this plan, San Francisco's projected housing need from 2014 to 2022 is 28,869 residential units, consisting of 6,234 within the very low income level (0-50 percent); 4,639 within the low income level (51-80 percent); 5,460 within the moderate income level (81-120 percent); and 12,536 within the above moderate income level (120 percent plus).[32] The jurisdictional allocation for San Francisco translates into an average annual need of approximately 4,124 net new residential units. There is a particular need in the City for units affordable to very low-, low-, and moderate-income households. As stated in Section A "Project Description" above, the proposed project and variant is subject to the provisions of Planning Code Section 415: Inclusionary Affordable Housing Program, which requires projects of five or more residential units to contribute to the creation of BMR housing, either through direct development of BMR residential units on the project site (equal to 12 percent of the project's overall number of residential units), within a separate building within 1 mile of the project site (equal to 20 percent of the project's overall number of residential units), or through an in-lieu payment to the Mayor's Office of Housing. Affordability would be considered as part of the development agreement, but is not an issue of physical environmental impact.

The proposed project or proposed project variant would add 1,240 or 500 new residential units, respectively, and would comply with Planning Code Section 415 by providing a minimum of 149 or 60 BMR units on site (12 percent), providing a minimum of 248 or 100 BMR units off site (20 percent), or by paying the in-lieu fee. Therefore, the proposed project would contribute to the City's housing stock, including affordable housing stock, thereby helping to meet the City's overall housing demands.

In summary, two residential buildings on-site would be demolished, however one would be relocated. The displacement of 2 residential units (one is currently vacant), would not result in a substantial need for replacement housing elsewhere, since the project area would experience a net increase of 1,239 or 499 dwelling units. The proposed project's increase of up to 4,500 employees would demand housing; however this demand could be met by housing anticipated within San Francisco and the Bay Area. This increase in demand would not necessitate the construction of new housing beyond that proposed, and the impact would be less than significant. This topic will not be discussed in the EIR.

Impact-C-PH: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to population and housing. (Less than Significant)

The proposed project and variant would contribute to the cumulative growth in dwelling units and residential population within the area. The cumulative projects described above in Table 4 would result in a maximum of 16,037 dwelling units within the area. With the addition of the proposed project, there would be 17,277 dwelling units constructed within the area. With the addition of the proposed project variant, there would be 16,537 dwelling units constructed within the area. The dwelling units associated with the cumulative projects would result in approximately 39,926 residents added to the area with the cumulative projects and the proposed

32 ABAG Projections, 2013

project.[33] The proposed project would contribute 6.8% of this population growth. The cumulative projects and proposed project variant would add approximately 38,313 residents to the area. The proposed project variant would contribute 2.8% of this population growth. The total cumulative populations would represent 16.4% and 15.7%, respectively, of the overall population growth that has been projected for the City and County of San Francisco (238,700) and the City of Brisbane (5,100) anticipated through 2040.[34] The cumulative increase in population in these jurisdictions, including that associated with the proposed project and variant, is consistent with planned growth and comprises only a portion of the anticipated population growth in the area. The proposed project and variant would not result in significant cumulatively considerable impacts to population and housing. Therefore, cumulative population and housing impacts will not be addressed further in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. CULTURAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☒	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐	☐
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	☒	☐	☐	☐	☐

Impact CR-1: The proposed project or proposed project variant could cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (Potentially Significant)

Under CEQA, a historical resource (these include built-environment historic and prehistoric archeological resources) is considered significant if it meets the criteria for listing in the California Register of Historical Resources (CRHR). These criteria are set forth in CEQA Section 15064.5, and define as significant any resource that:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

[33] Assuming a population per household of 2.18 in San Francisco and 2.69 in Brisbane

[34] Total population of 243,800

Resources that are listed in or formally determined to be eligible for listing in the National Register of Historic Places (NRHP) are automatically listed in the CRHR, and are thus considered historical resources for the purposes of CEQA compliance.

Article 10 and Article 11 of the San Francisco Planning Code pertain to individual city landmarks and historic districts, and to conservation districts located in the city's downtown core area (C 3 district), respectively. Article 10 of the San Francisco Planning Code sets forth proposals for city landmark designations with the aid of the NRHP Criteria in evaluating a resource's historic significance. Article 11, Section 1102 of the San Francisco Planning Code codifies the criteria for evaluating buildings in the C 3 districts of the city.[35]

Baseline conditions for historic architectural resources located within the project area are documented in the India Basin Project Historic Resource Evaluation. To date, there has been no archaeological inventory of the project area.

Archaeological Resources: Although no archaeological inventory effort has been conducted within the project area, statements of the general archaeological sensitivity of the project vicinity can be developed based on land form, site history, and current conditions.

Prior to reclamation efforts of the 19th and 20th Centuries, the southern portion of the project area was located along the shoreline of San Francisco Bay. Such areas within San Francisco including within close proximity to the current project area have been found to contain both prehistoric archaeological resources including shell middens and burial sites as well as historic archaeological resources such as Euro American settlements and Chinese Shrimp Camps.

It has been documented[36] that the project vicinity began being utilized as a boatyard in the mid-19th Century. As the 19th Century progressed, reclamation efforts were initiated along this section of the San Francisco waterfront. It has been discovered that many nautical features such as ships and wharves became entombed within the soils that were used to reclaim the shallow waters fronting the eastern shoreline of San Francisco.

The project area would thus appear to have an elevated sensitivity for harboring buried archaeological resources. It is assumed that ground disturbing construction activities would be undertaken with project implementation under both development scenarios. As such, the potential to inadvertently expose and therefore affect previously unknown archaeological resources, including those that may be CRHR-eligible, is a distinct possibility. The inadvertent exposure of a previously unknown archaeological resource would be a potentially *significant impact* to this class of historic resources as set forth in CEQA Section 15064.5 and will be further evaluated in the EIR.

Historic Architectural Resources: The *India Basin Project Historic Resource Evaluation* (2016) documented that the Shipwright's Cottage located within the project area is both CRHR-eligible as well as a San Francisco Article 10 Landmark. The study also recommended that the structure at 702 Earl Street (also within the project area) is a CRHR-eligible resource. In addition, Page & Turnbull delineated a CRHR-eligible "vernacular cultural landscape" (2015:17) comprised of what is referred to as the India Basin Boatyard within the project area.

35 It is also noted that, according to the (as of yet unadopted) San Francisco Draft General Plan Preservation Element, a disturbed or secondarily deposited prehistoric midden is presumed to be significant for its information potential. If this draft element is adopted, such impacts will be legally significant under CEQA until demonstrated to the contrary.

36 India Basin Historic Resources Evaluation, 2016

Other than that the Shipwright's Cottage will be retained by the proposed project and variant, there are no specific design details under either development scheme for what is planned for any of the historic structures or contributing elements of the cultural landscape defined by Page & Turnbull (e.g., restoration; demolition). Any physical changes to the Shipwright's Cottage, the structure at 702 Earl Street, or the India Basin Boatyard cultural landscape could adversely affect the integrity of these resources. As such, project implementation, whether the proposed project or proposed project variant, could result in a potentially *significant impact* to this class of historic resources as set forth in CEQA Section 15064.5 as well as to a resource listed in Article 10 of the San Francisco *Planning Code* and will be further evaluated in the EIR. In addition, a historic resources evaluation and an archeological resources survey will be conducted in support of the EIR analysis.

Impact CR-2: The proposed project or proposed project variant could cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5. (Potentially Significant)

In addition to assessing impacts to archaeological resources meeting the requirements for listing as historical resources, impacts to unique archaeological resources are also considered under CEQA, as described in §15064.5, as well as under California Public Resource Code (PRC) (§21083.2). If an archaeological site does not meet the criteria for inclusion on the CRHR (as described under Impact CR-1) but does meet the definition of a unique archaeological resource as outlined in PRC 21083.2, it is entitled to special protection or attention under CEQA. A unique archaeological resource implies an archaeological artifact, object, or site about which it can be clearly demonstrated that—without merely adding to the current body of knowledge—there is a high probability that it meets one of the following criteria:

- The archaeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information;
- The archaeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
- The archaeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

A non-unique archaeological resource indicates an archaeological artifact, object, or site that does not meet such criteria. Impacts to non-unique archaeological resources and resources that do not qualify for CRHR listing do not require CEQA consideration. Impacts to unidentified unique archaeological resources causing a substantial adverse change in the significance of a historical resource as defined in §15064.5 would be potentially significant, and thus will be evaluated in the EIR. In addition, an archeological resources survey will be conducted in support of the EIR analysis.

Impact CR-3: The proposed project or proposed project variant could disturb human remains, including those interred outside of formal cemeteries. (Potentially Significant)

CEQA Section 15064.5 assigns special importance to human remains, and specifies procedures to be used when Native American remains are discovered. These procedures are detailed under PRC Section 5097.98. The project area exhibits elevated archaeological sensitivity. Prehistoric archaeological sites, including some that contain human remains, have been identified along the eastern shoreline of San Francisco. Some such resources have been identified within the vicinity of the project area. The likelihood of inadvertently exposing currently unknown archaeological resources during construction cannot be dismissed. Inadvertent exposure of unidentified human remains including those interred outside of formal cemeteries would be potentially significant, and thus will be evaluated in the EIR. In addition, an archeological survey will be conducted in support of the EIR analysis.

Impact CR-4: proposed project or proposed project variant would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074. (Potentially Significant)

Per Assembly Bill 52, impacts to tribal cultural resources (TCR) must also be addressed under CEQA. As defined in Public Resources Code §21074, a TCR is a site, feature, place, cultural landscape, sacred place or object with cultural value to a "California Native American tribe," that is either on, or eligible for inclusion in, the CRHR or a local historic register, or is a resource that the lead agency (in this case the San Francisco Planning Department), at its discretion and supported by substantial evidence, determines that a resource should be treated as a TCR. The TCR letter was sent on August 15, 2015. It is unknown if a TCR as defined in Public Resources Code §21074 occurs within the project area or surrounding vicinity. It is assumed herein, that any prehistoric archaeological resource inadvertently exposed during project implementation could be construed as a TCR by Tribal representatives and/or the San Francisco Planning staff. As such, the inadvertent exposure of prehistoric archaeological materials could result in a potentially significant impact to tribal cultural resources as defined in Public Resources Code §21074 and will be further evaluated in the EIR. In addition, an archeological resources survey will be conducted in support of the EIR analysis.

Impact-C-CR: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to cultural resources. (Potentially Significant)

Cultural resources impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable cultural resources impact. Therefore, potential cumulative cultural resources impacts will be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service)?	☒	☐	☐	☐	☐
b) Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure)?	☒	☐	☐	☐	☐
c) Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network?	☒	☐	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐	☐

Impact TR-1, Impact TR-2, and Impact TR-3: The proposed project or proposed project variant may conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service). (Potentially Significant)

The proposed project or proposed project variant may cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure) and will be further evaluated in the EIR. The proposed project or proposed project variant may also substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network and will be further evaluated in the EIR.

The proposed project and the variant would generate new traffic to and from the project site and would increase demand on the local transportation system, including the roadway network, transit service, pedestrian and bicycle facilities, and vehicle parking and freight loading/service vehicle accommodations, which could result in significant transportation impacts. In particular, the proposed project or proposed project variant could conflict with plans, ordinances, or policies addressing the safety or performance of the circulation system, or cause substantial additional vehicle miles traveled such that a significant impact on the environment may occur. The proposed project and variant would also construct new roadways and could substantially induce additional automobile travel such that a significant impact on the environment may occur,

A Transportation Impact Study (TIS) will be prepared for the proposed project and variant, in accordance with the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review as amended by Planning Commission Resolution 19579, adopted on March 3, 2016, modifying the City's methodology for traffic analyses. The study will include an analysis of specific transportation impacts and mitigation measures associated with the proposed circulation scheme, project construction activities, and the increased demand on the local transportation system generated by the proposed project and variant. The Draft EIR will summarize the findings of the study.

Impact TR-4: The proposed project or proposed project variant could result in inadequate emergency access. (Potentially Significant)

The proposed project and variant would introduce new and intensified land uses at the project site and implement various changes to circulation patterns, including the vacation of existing streets and construction of new streets. The TIS will evaluate whether or not these changes would result in inadequate emergency access. The Draft EIR will summarize the findings of the study.

Impact-C-TR: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to transportation and traffic. (Potentially Significant)

Transportation and traffic impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in cumulatively considerable transportation and traffic impacts. The TIS will address changes to the City's transportation and circulation system that would result from the proposed project or the proposed project variant in conjunction with other past, present, and reasonably foreseeable future projects, including but not limited to land use development and transportation changes under the Bayview Hunters Point Area Plan, the Candlestick Point–Hunters Point Shipyard Phase 2, and along Innes

Avenue. The EIR will summarize TIS findings with regard to potential cumulative transportation and traffic impacts.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☒	☐	☐	☐	☐

The project site is not located within an airport land use plan area, within 2 miles of a public airport or public use airport, or in the vicinity of a private airstrip. The nearest public airport is approximately 7 miles from the project site. As such, topics 6e and 6f are not applicable and will not be further discussed.

Impact NO-1: The proposed project or proposed project variant could expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, could result in a substantial permanent increase in ambient noise levels in the project vicinity, and could be substantially affected by existing noise level. (Potentially Significant)

The proposed project and variant include various types of development (e.g., residential, retail/commercial, institutional/education, and recreation uses). The San Francisco General Plan includes Land Use Compatibility Guidelines for Community Noise, which provides noise compatibility for various land uses.[37] Residential and hotel uses are considered compatible within areas with a noise level of 60 dBA L_{dn} or less; schools are considered compatible within areas with a noise level of 65 dBA L_{dn} or less; and playgrounds, parks, offices, retail/

37 San Francisco General Plan Environmental Protection Element, Policy 11.1

commercial uses are considered compatible within areas with noise level of 70 dBA L_{dn} or lower. The existing ambient noise level at the project site would include traffic noise along the adjacent roadways (e.g., Innes Avenue) and existing on-site activities, which could exceed 60 dBA L_{dn}. In addition, future project-generated traffic would result in an increase of traffic noise at the project site. Where proposed developments exceed the compatible land use noise category, a detailed analysis of noise reduction would be required and incorporated in the design of the proposed project, per the San Francisco General Plan Housing Element.[38]

The proposed project and variant would result in additional vehicle trips in the vicinity of the project site. The increase in vehicle trips would result in an increase of traffic noise levels along the roadways in the vicinity of the project site and could result in existing ambient noise levels. Other noise sources associated with the proposed project and variant would include building mechanical equipment (e.g., air conditioning equipment), playgrounds/parks (e.g., people gathering), and occupational noise, which could result in an increase of ambient noise levels.

Construction activities associated with the proposed project and variant would utilize typical construction equipment (e.g., excavator, bulldozer, drill rigs), which could generate noise levels that exceed the San Francisco Noise Control Ordinance.[39] Section 2907(a) of the Noise Control Ordinance limits noise levels from construction equipment to maximum 80 dBA at 100 feet (or other equivalent noise level at another distance) between 7 a.m. and 8 p.m. In addition, construction work at night (between 8 p.m. and 7 a.m.) may not exceed the ambient level by 5 dBA at the nearest property lane, unless a permit is granted by the Director of Public Works or the Director of Building Inspection. Typical construction equipment would generate noise level from approximately 70 dBA (e.g., generator) to 90 dBA (e.g., impact hammer) at a distance of 50 feet from the equipment.[40] The noise level from the construction equipment at 100 feet distance (up to 84 dBA) could exceed the City's noise limit of 80 dBA at 100 feet distance. Therefore, potential noise impacts will be further evaluated in the EIR. The analysis will include detailed analysis of noise compatibility standards for residential, commercial, institutional, and recreational uses, analysis of the potential long-term impacts of noise from the proposed project and variant (i.e., roadway traffic noise), and the construction related noise.

Impact NO-2: The proposed project or proposed project variant could result in exposure of persons to excessive groundborne vibration and could result in a temporary or periodic increase in ambient noise levels during the project construction phase. (Potentially Significant)

Construction activities associated with the proposed and the proposed project variant would utilize earthmoving construction equipment (e.g., excavator, bulldozer, drill rigs), which could generate excessive groundborne vibration and noise levels at the existing nearby sensitive uses (i.e., residential). Construction equipment could generate groundborne vibration from approximately 79 VdB (e.g., jackhammer) to 94 VdB (e.g., vibratory roller) at a distance of 25 feet from the equipment.[41] The groundborne vibration generated by the construction equipment could exceed the 80 VdB, Federal Transit Administration's (FTA) standard for human annoyance, for sensitive receptors in close proximity of the construction site. The noise levels generated by the construction equipment could temporarily increase ambient noise levels at nearby sensitive receptors during the project construction phase. As described above, construction equipment could generate noise levels up to 90 dBA at a distance of 50 feet from the equipment, which could result in a temporary increase in ambient noise at nearby

38 San Francisco General Plan Housing Element, Implementation Policy IP.17 and IP.18

39 San Francisco Police Code, Article 29, Regulation of Noise

40 Federal Highway Administration Roadway Construction Noise Model User's Guide, 2006

41 Federal Transit Administration Transit Noise and Vibration Impact Assessment, 2006

sensitive receptors. Therefore, the potential noise and vibration impacts from the proposed project and variant during construction will be further evaluated in the EIR.

Impact-C-NO: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to noise and vibration. (Potentially Significant)

The proposed project, together with other past, present, and reasonably foreseeable future projects, could generate noise and vibration. Construction-generated noise and vibration levels are localized and could impact sensitive receptors in close proximity of construction areas. Although construction activities from the proposed project and the other nearby projects would be required to comply with City's Noise Control Ordinance, cumulative construction noise and vibration impacts could occur if there are nearby projects, which would have concurrent construction activities with the proposed project. Cumulative operational noise would include on-site noise sources (e.g., mechanical equipment) and off-site noise sources (e.g., auto traffic). On-site noise source, such as, mechanical equipment from the proposed projects and other projects would be required to comply with the City's Noise Control Ordinance. However, off-site auto traffic from the proposed project together with other projects could contribute to the overall cumulative noise along nearby roadway segments. Therefore, the EIR will include an evaluation of the proposed project's potential contribution to cumulative noise and vibration.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐	☐

Impact AQ-1: The proposed project or the proposed project variant could generate construction and operational criteria pollutant and precursor emissions that could conflict with or obstruct implementation of the applicable air quality plan. (Potentially Significant)

The proposed project and variant's short-term construction and long-term operational emissions would generate criteria pollutant (e.g., PM_{10}, $PM_{2.5}$) and precursor (e.g., ROG, NOX) emissions that would contribute to the region's total air quality emissions. Construction-related emissions would include construction equipment- and vehicle-related exhaust as well as fugitive particulate matter (PM) dust emissions. Although construction emissions would be temporary and would cease following completion of the proposed project and variant, they

would still have the potential to conflict with or obstruct implementation of the applicable air quality plan. Following buildout of the proposed project or the proposed project variant, long-term operational emissions would primarily be generated by vehicles coming to and from the project site from residential, commercial, and material delivery trips. Operational emissions would also include area- and energy-source emissions associated with day-to-day activities associated with operating the proposed buildings. Both short-term construction and long-term operational emissions have the potential to result in emissions that could conflict with or obstruct implementation of the applicable air quality plan. Therefore, these potential air quality impacts will be further evaluated in the EIR.

Impact AQ-2: The proposed project or the proposed project variant could generate criteria pollutant and precursor emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant)

As described above, construction and operation of the proposed project or the proposed project variant would generate criteria pollutant and precursor emissions that would contribute to regional air quality. It is possible that the levels of emissions generated during construction or operation could violate or contribute substantially to an existing or projected air quality violation. Therefore, these potential air quality impacts will be further evaluated in the EIR.

Impact AQ-3: The proposed project or the proposed project variant could generate criteria pollutant and precursor emissions that result in a cumulatively considerable net increase for which project region is non-attainment under an applicable federal, state, or regional ambient air quality standard. (Potentially Significant)

The short-term construction and long-term operational emissions discussed in AIR-1 and AIR-2 would be evaluated at a project-level. However, it is also necessary to determine if these air quality impacts would be considered a cumulatively considerable contribution of emissions to regional air quality. These potential air quality impacts will be further evaluated in the EIR.

Impact AQ-4: The proposed project or the proposed project variant could generate emissions that would expose sensitive receptors to substantial pollutant concentrations. (Potentially Significant)

The project site is located in an area with nearby sensitive receptors. In addition, the proposed project and variant would develop residential land uses that would be considered sensitive receptors. During construction of the proposed project or the proposed project variant, construction-related toxic air contaminant (TAC) and $PM_{2.5}$ emissions could expose nearby sensitive receptors to substantial pollutant concentrations. Furthermore, because residential receptors would be developed on the project site while construction continues to buildout the remainder of the project, it is possible that proposed residents could be exposed to the proposed project or the proposed project variant's construction-related pollutant concentrations. The construction-related health risk impacts on existing off-site receptors as well as proposed sensitive receptors will be further evaluated in the EIR Following buildout of the proposed project or the proposed project variant, air quality emissions would be generated as a result of day-to-day activities that could expose nearby sensitive receptors to substantial pollutant concentrations. Conversely, existing land uses in proximity of the project site could expose the proposed sensitive receptors to substantial pollutant concentrations. These operational-related health risk impacts on off-site receptors as well as the proposed sensitive receptors will be further evaluated in the EIR.

Impact AQ-5: The proposed project or the proposed project variant could generate emissions that create objectionable odors affecting a substantial number of people. (Potentially Significant)

During construction of the proposed project or the proposed project variant, diesel-fueled equipment and vehicles would generate odorous emissions that would affect nearby receptors. In addition, the use of asphalt and architectural coatings could generate volatile organic compounds (VOC) emissions that could be objectionable odors to nearby receptors. Following buildout of the proposed project or the proposed project variant, the proposed commercial land uses could generate odor emissions as a result of their daily operations. These odor emissions could affect nearby populations as well as the proposed project's populations. These potential odor impacts from construction and operational activities will be further evaluated in the EIR.

Impact-C-AQ: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to air quality. (Potentially Significant)

Air quality impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable air quality impact. Therefore, potential cumulative air quality impacts will be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. GREENHOUSE GAS EMISSIONS— Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact GG-1: The proposed project or the proposed project variant would generate greenhouse gas emissions, indirectly or directly, but would not have a significant impact on the environment. (Less Than Significant)

The proposed project or the proposed project variant would generate short-term construction and long-term operational greenhouse gas (GHG) emissions. Although it is acknowledged that no single project could realistically affect climate change, the emissions of each project would cumulatively contribute to the cumulative, global impact of climate change. The Bay Area Air Quality Management District developed quantitative thresholds of significance to evaluate if project GHG emissions would be a significant contribution to climate change impacts. The purpose of quantifying a project's construction and operational GHG emissions is to evaluate if the project's emissions are consistent with applicable thresholds of significance and if they would constitute a significant contribution to climate change. However, it is equally important to consider the concept, design, and purpose of a project with respect to statewide GHG reduction strategies and goals. As part of their San Francisco Greenhouse Gas Reduction Strategy (SF Reduction Strategy), which was determined by BAAQMD to be a qualified GHG reduction strategy, San Francisco Environmental Planning Department has developed a GHG Compliance Checklist (GHG Checklist) for projects to determine if they would comply with the SF Reduction Strategy. Project's that would meet the requirements of the GHG Checklist would be considered

consistent with the SF Reduction Strategy and would support and design new land uses in a fashion that would help the City and County achieve the GHG reduction goals in the SF Reduction Strategy. Therefore, because the proposed project would meet the requirements of the GHG Checklist (see Appendices B1 and B2), the proposed project would be consistent with the SF Reduction Strategy and would not generate GHG emissions in a manner that would have a significant impact on the environment. This impact would be less than significant.

Impact GG-2: The proposed project or the proposed project variant would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gas. (Less Than Significant)

The proposed project and variant would develop residential and commercial land uses on the project site that would interact with existing infrastructure and land uses. In addition to a project's construction and operational GHG emissions, it is important to evaluate if a project's design, purpose, and intent is consistent with the applicable GHG reduction plan, which in the case of the proposed project is the SF Reduction Strategy. In order to determine if the proposed project or the proposed project variant is consistent with the SF Reduction Strategy, the City has developed its GHG Checklist that all projects must demonstrate compliance with. As shown in Appendices B1 and B2, the proposed project would meet the GHG Checklist requirements and thus would be considered consistent with the SF Reduction Strategy. Since the proposed project would not conflict with the applicable GHG reduction plan, this impact would be less than significant.

Impact-C-GG: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to greenhouse gas emissions. (Less than Significant)

As discussed above under Impact GG-1, GHG emissions are by nature assessed as a cumulative impact. A single project's GHG emissions are considered to have the potential for a significant impact on global climate change in that they may contribute to cumulative GHG emissions. The City has developed its GHG Checklist to ensure that projects meet the objectives of the SF Reduction Strategy. The SF Reduction Strategy has been designed such that projects in San Francisco that comply with the checklist are not considered as contributors to cumulative emissions and therefore Statewide GHG reduction goals can be achieved. Because all projects within San Francisco are required to comply with the GHG Checklist, including the proposed project, the proposed project would not result in a cumulatively considerable GHG emissions impact. Therefore, cumulative GHG emissions impacts will not be addressed further in the EIR.

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

Wind: Generally, winds in San Francisco originate on the Pacific Ocean and blow through the City in an easterly direction. Wind speeds are highest in the spring and summer and lowest in the fall. Wind speed varies daily, being strongest in the afternoon and lightest in the morning. A building's exposure, massing, and orientation affect nearby ground-level wind accelerations. Exposure is a measure of the degree to which a building extends above surrounding structures into the wind stream. A building surrounded by taller structures is unlikely to

cause adverse wind accelerations at ground level, while a small building can cause wind acceleration if it is freestanding and exposed. Massing affects the amount of wind a building intercepts and wind acceleration occurrence at ground level. In general, slab-shaped buildings (oriented perpendicular to the prevailing wind direction) have the greatest potential for wind acceleration; buildings with an unusual shape or setbacks have a lesser effect. Increased building geometrically results in less ground-level wind acceleration. Building orientation also affects the amount of wind a building intercepts and the extent of wind acceleration. Buildings with a wide axis perpendicular to prevailing winds will generally cause greater ground level wind acceleration.

Impact WS-1: The proposed project or the proposed project variant could alter wind in a manner that substantially affects public areas or outdoor recreation facilities. (Potentially Significant)

The proposed project or the proposed project variant could potentially result in adverse wind conditions due to the development of buildings with maximum heights up to 120 feet or 90 feet, respectively. Increased ground level winds could potentially exceed pedestrian comfort limits (11 miles per hour [mph]) and hazard criteria (36 mph) set forth in the Planning code and thus will be further evaluated in the EIR.

Shadow: San Francisco adopted Section 295 of the Planning Code in response to Proposition K (passed by voters in November 1984). Section 295 restricts generation of shadow from buildings taller than 40 feet that would shade parks and recreation centers under jurisdiction of the Recreation and Park Department (or properties designated for acquisition by the Recreation and Park Department). The period of the day regulated for shadow extends from 1 hour after sunrise to 1 hour before sunset, year round, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. An initial review conducted by the Planning Department of the project's compliance with Section 295, which included the preparation of a shadow fan, indicates that the proposed project has the potential to cast net new shadow on India Basin Shoreline Park and the India Basin shoreline fronting San Francisco Bay, which are under the jurisdiction of the RPD.

Impact WS-2: The proposed project or the proposed project variant could alter shadows in a manner that substantially affects public areas or outdoor recreation facilities. (Potentially Significant)

The proposed project and variant have the potential to create shadows which could potentially degrade publicly owned or controlled spaces such as India Basin Shoreline Park and the India Basin shoreline fronting the San Francisco Bay, which are under the jurisdiction of the Recreation and Park Department. Therefore, the potential impacts related to new shadows will be further evaluated in the EIR.

Impact-C-WS: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to wind and shadow. (Potentially Significant)

Wind and shadow impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable wind and shadow impact. Therefore, potential cumulative wind and shadow impacts will be addressed in the EIR.

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

Impact RE-1: The proposed project or the proposed project variant could increase the use of existing neighborhood parks or other recreational facilities, such that substantial physical deterioration of the facilities may occur or be accelerated. (Potentially Significant)

Parks and recreational space at the project site include India Basin Shoreline Park and India Basin Open Space. The proposed project and variant would restore and enhance these park and recreational uses and would construct additional recreational and open space enhancements within the project site and make connections along the front of the Bay. New residents and employees generated by the proposed project or the proposed project variant would utilize these recreational uses and may also utilize local parks and recreational space in the vicinity of the site, including Heron's Head, Hilltop Park, Ridgetop Plaza, Selby & Palou Mini Park, Adam Rogers Park, Youngblood-Coleman Playground, Crocker Amazon Playground, and the Palega Recreation Center. City-wide recreational facilities such as Golden Gate Park or the Embarcadero, which are two of San Francisco's most visited parks, are located approximately 7 miles and 6 miles from the project site. Due to the distance between the project site and these facilities, it is unlikely that the proposed project or the proposed project variant would substantially increase the demand for or use of City-wide recreational facilities. However, the increased use of local recreational facilities could be substantial due to the residential and employee growth that would result from the proposed project and variant. This growth may result in physical deterioration of recreational facilities and, thus, require construction or expansion of existing facilities. India Basin Shoreline Park and India Basin Open Space design changes would provide expanded and enhanced features, which would serve the existing and new population of users providing a recreational benefit to the area. Therefore, this overall impact would be potentially significant and will be further analyzed in the EIR.

Impact RE-2: The proposed project and variant include open spaces and recreational facilities, the construction of which could have a significant effect on the environment. (Potentially Significant)

The proposed project and variant would restore and enhance the India Basin Shoreline Park and the India Basin Open Space and would construct additional recreational enhancements within the project site. The restoration and development of these recreational and open space uses could result in significant environmental effects, including impacts related to construction (e.g., noise, air quality, or disruption of cultural resources) and operation (e.g., impacts to circulation within the project site). Therefore, this topic will be evaluated in the EIR.

Impact RE-3: The proposed project or the proposed project variant could physically degrade existing recreational facilities. (Potentially Significant)

The proposed project and variant would result in the direct physical alteration of existing on-site and proximate recreational and open space resources. The 5.6-acre India Basin Shoreline Park would be redesigned to serve the surrounding community and enhance citywide program offerings and the 6.2-acre India Basin Open Space would remain in a generally natural state except for some enhancements for public access, recreation, and ecological function. The proposed project and variant would result in increased visitation to these public open spaces and recreational facilities, which could result in degradation over time. Therefore, this impact would be potentially significant and will be further analyzed in the EIR.

Impact-C-RE: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to recreation. (Potentially Significant)

Recreation impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable recreation impact. Therefore, potential cumulative recreation impacts will be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☒	☐	☐	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Utilities and Service Systems will include analysis of the adequacy of the water and sewer infrastructure to provide both potable water and wastewater treatment, and will discuss disposal of solid waste that may be generated by the proposed project or the proposed project variant. This discussion also will include an assessment of whether the proposed project or the proposed project variant would require construction of new water, wastewater treatment, and/or stormwater drainage facilities, and if so, whether that construction could result in impacts on the environment.

Impact US-1: The proposed project and variant could exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board and require or result in the construction of new water, wastewater, or storm water drainage treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Potentially Significant)

Under the proposed project and variant, the creation of additional residential and retail uses could substantially increase wastewater generation and result in a significant impact on the City's sewage systems and wastewater treatment facilities. Both the proposed project and variant include a proposal to construct additional wastewater infrastructure to support residential and other uses. The contribution to increased wastewater generation as well as impacts on wastewater collection and treatment facilities will be evaluated in the EIR. The project site is not currently covered entirely with impervious surfaces; therefore, the proposed project could create an adverse effect on the total stormwater volume discharged through the combined sewer system. In addition, the San Francisco Stormwater Design Guidelines, which were adopted by the San Francisco Public Utilities Commission (SFPUC) on January 12, 2010 (Ordinance No. 83-10), require project applicants proposing development or redevelopment projects disturbing more than 5,000 square feet of ground to manage stormwater on-site. The proposed project would result in the disturbance of more than 5,000 square feet of ground surface and would therefore be required to comply with the Stormwater Design Guidelines. The EIR will include an analysis of the potential impacts of proposed stormwater infrastructure on the project site, and the compliance of proposed infrastructure with the Stormwater Design Guidelines.

Impact US-2: The proposed project and variant could require new or expanded water supply resources or entitlements. (Potentially Significant)

The proposed project and variant include up to 1,240 residential units and 275,330 gross square feet of retail use. These uses would create increased demand for water supply resources and entitlements. The impact of this requirement for new or expanded water resources will be further assessed in the EIR.

Impact US-3: The proposed project and variant would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and would comply with federal, State, and local statutes and regulations related to solid waste. (Less Than Significant)

In September, 2015, the City approved an Agreement with Recology, Inc., for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January, 2016, and that practice is anticipated to continue for approximately nine years, with an option to renew the Agreement thereafter for an additional six years. San Francisco had a goal of 75% solid waste diversion by 2010, which it exceeded at 80% diversion, and has a goal of 100% solid waste diversion or "zero waste" to landfill or incineration by 2020. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris be transported by a Registered Transporter and taken to a Registered Facility that must recover for reuse or recycling and divert from landfill at least 65% of all received construction and demolition debris. The San Francisco Green Building Code also requires certain projects to submit a Recovery Plan to the Department of the Environment demonstrating recovery or diversion of at least

75% of all demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and everyone in the city to separate their recyclables, compostables, and landfill trash. The proposed project and variant would be required to comply with all City ordinances related to waste and would not impede the City's waste diversion goals. Therefore, solid-waste impacts would be less than significant.

Impact-C-US: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to utilities and services systems. (Potentially Significant)

Utilities and service systems impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable utilities and services systems impact. Therefore, potential cumulative utilities and services systems impacts will be addressed in the EIR.

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

Impact PS-1: The proposed project or the proposed project variant could increase demand for police services and result in need for construction or alteration of facilities to provide police services. (Potentially Significant)

The proposed project and variant would receive police services from the San Francisco Police Department. The proposed project and variant would increase demand for police services, which could result in the need for expansion or construction of new facilities. Therefore, the potential impact associated with police services will be further evaluated in the EIR.

Impact PS-2: The proposed project or the proposed project variant could increase demand for fire services and result in need for construction or alteration of facilities to provide fire services. (Potentially Significant)

The San Francisco Fire Department provides fire, natural disaster, and hazardous material services to the project site. Due to increased population and employment as a result of the proposed project or proposed project variant, increased demand for fire services could result in the construction or alteration of existing facilities. Therefore, impacts associated with fire services will be further evaluated in the EIR.

Impact PS-3: The proposed project or the proposed project variant could result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered schools. (Potentially Significant)

The San Francisco Unified School District (SFUSD) provides public and secondary education throughout the City. Elementary Schools near the project area include George Washington Carver Elementary School (0.5 mile away at 1360 Oakdale Avenue) and Malcom X Academy (0.6 mile away at 350 Harbor Road). Middle schools in the near vicinity include: Willie L. Brown Jr. Middle School (1.1 miles away at 2055 Silver Avenue), Kipp Bayview Academy (1.6 miles away at 1060 Key Avenue), and Martin Luther King Jr. Academic Middle School (1.7 miles away at 350 Girard Street). The closest high school is KIPP San Francisco College Preparatory (0.4 mile away at 1195 Hudson Avenue). A student generation rate of 0.203 students per dwelling unit was adopted by SFUSD.[42] Either 1,240 or 500 residential units would be built as part of the proposed project or the proposed project variant, which would result in the need to accommodate at least 252 or 102 K-12 students in local schools. As a result, the proposed project and variant would increase demand for school facilities, which may necessitate the need for new or altered facilities. Therefore, this impact will be further addressed in the EIR.

Impact PS-4: The proposed project or the proposed project could increase demand for other government services, and could result in a substantial adverse impacts due to the construction or alteration of facilities to provide such services. (Potentially Significant)

The proposed project and variant would cause an increase in both permanent employees and residents and as a result government facilities could potentially be adversely impacted. Therefore, public services (including libraries) may need to be physically altered or constructed to accommodate the increased population levels. Potential impacts will be discussed in the EIR.

Impact PS-5: The proposed project or the proposed project variant could increase demand for parks and open space, and could result in substantial adverse impacts due to the construction or alteration of facilities to provide such services. (Potentially Significant)

Due to the increase in both residents and employees as a result of the proposed project and variant, recreational facilities, including parks and other open spaces, may be adversely impacted. The proposed project and variant includes construction of a 5.63-acre park and either 4.8 acres or 4.06 acres of pedestrian alleys and plazas, which would be open to the public. The proposed project and variant's impacts on parks and open space facilities will be further evaluated in the EIR.

Impact-C-PS: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to public services. (Potentially Significant)

Public services impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable public services impact. Therefore, potential cumulative public services impacts will be addressed in the EIR.

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Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
13. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐	☐

Biological Resources will include an analysis of any potential impacts the proposed project or variant may have on important biological resources or habitats, including impacts on trees, wetlands, San Francisco Bay, or the movement of any native resident or migratory bird species.

Impact BI-1: The proposed project or variant could have an 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, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (Potentially Significant)

Some enhancements for public access, recreation, and ecological function would be introduced to the 6.2-acre India Basin Open Space. These enhancements could include the following: sand dunes, bird islands, a recreational beach area, a boat launch, a bioengineered breakwater, brackish lagoons, scrub upland planting, tree stands for wind buffering, and new wetlands and ponds. The India Basin Open Space contains existing tidal salt marsh wetlands, which could be impacted by the introduction of these enhancements. Special-status species may use these salt marsh wetlands for foraging habitat, including, but not limited to:

- western snowy plover (*Charadrius alaxandrinus nivosus*), Federally Threatened (FT), State Species of Special Concern (SSC);
- Ridgway's rail (*Rallus obsoletus*), Federally Endangered and State Endangered; State Fully Protected (FP)
- California black rail (*Laterallus jamaicensis coturniculus*), FT, FP
- California brown pelican (*Pelecanus occidentalis californicus*), FP

The India Basin Open Space and the India Basin Shoreline Park enhancements would involve construction within the San Francisco Bay. Construction within the Bay could include: enhancements to improve ecological function, including construction of sand dunes, bird islands, a recreational beach area, a boat launch, a bioengineered breakwater, brackish lagoons, scrub upland planting, tree stands for wind buffering, new wetlands and ponds, new piers and replacement piers, and a human-powered boat launch ramp. Construction within and adjacent to the Bay could impact special-status fish species such as the State-threatened Longfin smelt (*Spirinchus thaleichthys*) and the FT Green sturgeon (*Acipenser medirostris*), as well as marine mammals protected by the Marine Mammal Protection Act of 1972. Depending on the schedule of construction as it is implemented in phases, some features such as, trees, shrubs, and grasses within the project area could provide suitable nesting habitat for bird species, protected under the Migratory Bird Treaty Act of 1918 and Fish and Game Code Section 3503, and 3503.5. Due to the location and extent of construction activities and the potential for special-status species to occur in the project area, impacts are potentially significant and further investigation is required. This impact will be further evaluated in the EIR.

Impact BI-2: The proposed project or variant could have an adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (Potentially Significant)

As described in Impact BIO-A, construction of the proposed project or the proposed project variant has the potential to impact salt marsh and coastal habitats. Due to the location and extent of construction activities and the potential for sensitive natural communities to occur within the project area, impacts are potentially significant and will be further evaluated in the EIR.

Impact BI-3: The proposed project or variant could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. (Potentially Significant)

As described in Impact BIO-A and Impact BIO-B, construction of the project has the potential to impact salt marsh and coastal habitats. Due to the location and extent of construction activities and the potential for impacts to occur within wetlands and adjacent to the San Francisco Bay, impacts are potentially significant and will be further evaluated in the EIR.

Impact BI-4: The proposed project or variant could interfere 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 sites. (Potentially Significant)

As described in Impact BIO-A, construction of the proposed project or proposed project variant has the potential to impact salt marsh and coastal habitats that special-status species may use for foraging. Due to the location and extent of construction activities and the potential for construction activities to interfere with wildlife movement adjacent to the San Francisco Bay, impacts are potentially significant and will be further evaluated in the EIR.

Impact BI-5 and Impact BI-6: The proposed project or variant could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance or the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. (Potentially Significant)

Due to the location and extent of construction activities, the potential exists that the proposed project or variant would conflict with local policies and ordinances protecting biological resources. Impacts are potentially significant and will be further evaluated in the EIR.

Impact-C-BI: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to biological resources. (Potentially Significant)

Biological resources impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable biological resources impact. Therefore, potential cumulative biological resources impacts will be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐
g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐

The project site would connect to the City of San Francisco's sewer and stormwater system, and would not require the use of septic tank disposal system. Therefore, topic 14e is not applicable to the project site analysis.

The following discussion is supported by the Preliminary Geotechnical Investigation[43] prepared for the proposed mixed use/residential project at India Basin. Elevations within the project site vary from 6 to 45 feet. Based on soil borings collected at the project site, the majority of the proposed project site's subsurface material is fill ranging in depths from 16 to 41 feet deep. Underlying the fill is Bay Mud, which is weak and compressible marine clay and silt deposit that is slightly over-consolidated, indicating that primary settlement under existing conditions is complete. Bay Mud extends to depths of 36 to 83 feet. Underlying the Bay Mud is relatively incompressible dense sand with varying amounts of clay and silt with depths from 16 to 98 feet deep. Underlying the sand is Old Bay Clay, which becomes thicker toward the northeast corner of the proposed project site and is generally overconsolidated. Residual soil underlies the Old Bay Clay in a layer 3 to 14 feet thick, and bedrock of the Franciscan complex ranges in thickness from 3 to 14 feet. Groundwater occurs between 7 to 33 feet below the ground surface. The groundwater level at the project site is anticipated to vary a few feet seasonally and with the fluctuations in the water level of the San Francisco Bay. Based on the available groundwater level measurements the high groundwater level at the site will be near elevation -5 feet.

Impact GE-1: The proposed project or variant may result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, lateral spreading, subsidence, liquefaction, or collapse, but the impact would be less than significant. (Less Than Significant)

The project site is not located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no known or potentially active faults exist on the site. No active faults have been mapped on the project site by the United States Geological Survey (USGS) or the California Geological Survey (CGS). According to USGS, the overall probability of moment magnitude 6.7 or greater earthquake to occur in the San Francisco Bay Region during the next 30 years is 63 percent. Therefore, there is potential that a strong to very strong earthquake would affect the project during its lifetime. USGS identifies the Modified Mercalli Intensity shaking severity level of the proposed project site as a level 8 "Very Strong" (http://resilience.abag.ca.gov/earthquakes/). This indicates that the site would experience periodic minor or major earthquakes associated with a regional fault, resulting in very strong ground shaking.

The project site is located within a seismic hazard zone for liquefaction by the State of California, which are defined as areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements . The results of the preliminary analyses indicate the loose to medium dense sandy fill below the design groundwater level (elevation -5 feet) may liquefy

43 India Basin Preliminary Geotechnical Investigation, September 2014 (hereinafter "Preliminary Geotechnical Investigation, 2014")

during a major earthquake on a nearby active fault. For the proposed project or variant's building foundation, the Preliminary Geotechnical Investigation[44] concludes that the onsite fill cannot be used for foundation support. Therefore, structures should be supported by piles gaining support from the competent soil beneath the fill and Bay Mud. These piles should be constructed to withstand lateral spreading and down-drag forces of liquefaction. This could include driven, large diameter steel pipes or buttresses to help resist the anticipated lateral soil movement.

These impacts would be less-than-significant with implementation of design-level geotechnical investigation and seismic analysis, and incorporation of the recommendations in these studies into the building design as required by the California and San Francisco Building Codes. The proposed structures would be supported on piles driven into competent materials beneath the artificial fill and Bay Mud, except for light-weight, one-story structures which may be supported on a stiffened mat foundation designed for the large anticipated differential ground settlement. On the basis of the preliminary geotechnical evaluation for the project, recommended measures for addressing these effects include: improving the soil to resist liquefaction and lateral spreading as well as use of piles with perimeter buttress, stiffened mat foundations (for lightweight, one-story structures), hangers and flexible connections to address lateral soil movement and differential settlement.

Compliance with existing regulations and procedures, in addition to implementation of standard building engineering measures and recommendations of the geotechnical investigations, would reduce earthquake-, lateral spreading-, and liquefaction-related risks to a less-than-significant level. To ensure compliance with all Building Code provisions regarding structure safety, when the Department of Building Inspection (DBI) reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. Past geological and geotechnical investigations would be available for use by DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Potential damage to structures from geologic hazards on the project site would be avoided through DBI's enforcement of the Building Code requirements for a geotechnical report and DBI review of the building permit application to determine compliance with the Building Code; this impact would be less than significant. Therefore, impacts related to earthquakes, seismic shaking, lateral spreading, liquefaction and collapse will not be analyzed in further detail in the EIR.

Impact GE-2: The proposed project or variant would not result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (No Impact)

As shown on the State of California Department of Conservation Seismic Hazards Regulatory Maps prepared under the Alquist-Priolo Earthquake Fault Zoning Act of 1972 and the Seismic Hazards Mapping Act of 1990, the project site is not located in an area exposed to risk of landslides. Therefore, landslide impacts will not be discussed in the EIR.

Impact GE-3: The proposed project or variant would not result in substantial soil erosion or the loss of topsoil. (Less than Significant)

The project site is currently entirely covered with fill, and does not contain native topsoil. Excavation and grading would occur on the site during construction. The project sponsor would be required to develop and implement an erosion and sediment control plan for construction activities in accordance with Article 4.2 of the San Francisco

44 Preliminary Geotechnical Investigation, 2014

Public Works Code. The SFPUC must review and approve the erosion and sediment control plan prior to the plan's implementation, and the SFPUC would inspect the project site periodically to ensure compliance with the plan. The project sponsor would also be required to develop and implement a site-specific dust control plan, pursuant to Section 1242 of the San Francisco Public Health Code. The project sponsor would implement best management practices specified in the erosion and sediment control plan and the dust control plan to reduce impacts of erosion to less-than-significant levels. Therefore, impacts related to soil erosion or loss of topsoil will not be analyzed in the EIR.

Impact GE-4: The proposed project site could be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code creating risks to life or property, but the impact would be less than significant. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, creating potential impacts to structures the soil supports. As shown in the Preliminary Geotechnical Investigation,[45] the site is underlain by 16- to 41-foot-thick layers of fill. The fill contains isolated layers of stiff to hard clay, which could create expansive soil conditions. The Preliminary Geotechnical Investigation[46] recommends that subgrade preparation within areas that will receive site improvements should be scarified to a depth of at least eight inches, moisture-conditioned to above the optimum moisture content and compacted to at least 95 percent relative compaction. The soil subgrade should be kept moist until it is covered by fill or other improvements. Due to the San Francisco Building Code requirement that the project applicant include analysis of the potential for soil expansion impacts for DBI review and approval as part of the design-level geotechnical investigation and address these effects in the design documents prepared for the proposed project, potential impacts related to expansive soils would be less than significant. Therefore, impacts of expansive soils will not be further discussed in the EIR.

Impact GE-5: The proposed project or the proposed project variant would not change substantially the topography or any unique geologic or physical features of the site, or destroy any unique paleontological resources or sites. (No Impact)

The project site does not contain any unique topographical features, nor would it dramatically change the topography of the site. The project site does not contain any unique geological features or paleontological resources; therefore there would be no impact. Therefore, impacts related to changing topography and unique geologic or paleontological resources will not be further discussed in the EIR.

Impact-C-GE: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to geology and soils. (Less than Significant)

Due to the site-specific nature of geology and soils impacts, individual projects do not typically contribute to cumulative changes in geologic or soil conditions. However, to the extent that other projects are subject to similar geologic risks as the proposed project, ongoing and foreseeable development within the vicinity of the proposed project would be required to comply with the California and San Francisco Building Codes. Compliance with requirements of the DBI and recommendations provided as part of project-specific geotechnical evaluations would ensure less-than-significant cumulative impacts associated with geology and soils.

45 Preliminary Geotechnical Investigation

46 Preliminary Geotechnical Investigation, pp. 17-18

Cumulative impacts to unique topography and paleontology could potentially result if the project's impacts, when combined with the impacts of past, present, and reasonably foreseeable future projects in the vicinity of the project site, resulted in a regional depletion of such resources or sites. However, because the project site does not support any such unique topographical or paleontological resources or sites, it would not contribute to a cumulative depletion. There would be no cumulative impact to unique geological resources. Therefore, cumulative geology and soils impacts will not be addressed further in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☒	☐	☐	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐	☐
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☒	☐	☐	☐	☐

Although the project site is located in a flood-prone area, it is not located within the 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. Therefore, topics 15g and 15h will not be evaluated further in the EIR.

Impact HY-1: The proposed project or variant could violate water quality standards or waste discharge requirements. (Potentially Significant)

Wastewater and stormwater generated within the commercial/residential portion of the project site would flow into the City's combined sewer system and into the Southeast Water Pollution Control Plant and treated prior to discharge into San Francisco Bay. Treatment is undertaken consistent with the effluent discharge standards established by the plant's National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the permit, discharges of treated wastewater and stormwater into San Francisco Bay meet the requirements of the Clean Water Act, Combined Sewer Overflow Control Policy, and associated State requirements in the Water Quality and Control Plan for the San Francisco Bay Basin and do not violate water quality standards. However, certain elements of the proposed project and variant, including the enhancement of the India Basin Open Space, will occur immediately adjacent to the San Francisco Bay. In these locations, the potential exists that stormwater and wastewater generated on the project site will drain directly to the San Francisco Bay. Due to this potential, impacts are potentially significant and will be further evaluated in the EIR.

Impact HY-2: The proposed project or variant would not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). (Less Than Significant)

The project site is a mosaic of impervious and pervious surfaces. The proposed project and variant would not result in use of groundwater, although groundwater may be encountered during the project construction period. Any groundwater encountered during construction of the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it is discharged into the sewer system. Construction dewatering activities associated with the proposed project would be temporary and would not extract groundwater such that the project would substantially lower the groundwater table. The proposed project and variant would increase the amount of impervious surfaces currently located on the project site through development of residential and commercial structures. Because the proposed project and variant would introduce new impervious surfaces, the project could potentially affect groundwater recharge. However, compliance with requirements of the City's Industrial Waste Ordinance and other measures identified in the Stormwater Design Guidelines would ensure that 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. This would be a less-than-significant impact.

Impact HY-3: The proposed project or variant could alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. And the project could alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. (Potentially Significant)

No streams or rivers exist within the project site and the development. However, with implementation of new structures and other impervious surfaces, the project would change drainage patterns such that the project would have the potential to increase the rate or amount of surface runoff in a manner that could result in substantial erosion or siltation, or flooding on- or off-site. This topic will be further evaluated in the EIR.

Impact HY-4: The proposed project or variant could create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. And the project could otherwise degrade water quality. (Potentially Significant)

The proposed project and variant do not have the potential to introduce runoff water which would exceed the capacity of existing or planned stormwater drainage systems. During construction and operation, the proposed project would be required to comply with all local wastewater discharge and water quality requirements (including the San Francisco Stormwater Design Guidelines). The Stormwater Design Guidelines would ensure that all stormwater generated by the proposed project is managed on-site such that the project would not contribute additional volumes of polluted runoff to the City's stormwater infrastructure. However, as described above under Impact HY-1, due to the proximity of the project to the San Francisco Bay, the potential exists that stormwater and wastewater (polluted runoff) generated on the project site will drain directly to the San Francisco Bay. Therefore, impacts are potentially significant and further investigation is required. This topic will be further evaluated in the EIR.

Impact HY-5: The proposed project or variant could 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, or inundation by seiche, tsunami, or mudflow. (Potentially Significant)

As discussed previously, the project is not located within the 100-year flood hazard area as mapped by the FEMA Flood Map Service Center and no levees or dams are located in the area. However, the project site is adjacent to the San Francisco Bay and could experience flooding caused by severe storm events, including 100-year storms, and climate-change-related sea level rise. In addition, the project site is located in an area subject seiche and tsunami and, thus, could expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche and tsunami. Further evaluation will be included in the EIR.

Impact-C-HY: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to hydrology and water quality. (Potentially Significant)

Hydrology and water quality impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable hydrology and water quality impact. Therefore, potential cumulative hydrology and water quality impacts will be addressed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

There are certain areas of the City that are the location of fill and fall under the jurisdiction of the Maher Ordinance. These areas, which were once highly industrialized and contaminated or consist of imported fill consisting of soil and debris from the 1906 earthquake, often contain lead and other pollutants. To protect public and worker health and safety due to these historic pollutants, projects that involve disturbance of more than 50 cubic yards of such soils require investigation, site management, and reporting subject to Article 22A of the San Francisco Health Code. The project site is located within a Maher area. Other provisions of the San Francisco Health Code, including those found in Article 21 (Hazardous Materials), would also apply to the proposed project and variant.

The project site is not located within an airport land use plan or within 2 miles of a public or private airport. Therefore, residents, employees, and recreationalists at the site would not be exposed to significant aircraft-related hazards. Thus topics 16e and 16f will not be further addressed within the EIR.

Impact HZ-1: The proposed project and variant could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment. (Potentially Significant)

Construction: The project site contains two parcels that are contained on the "Cortese" list of hazardous materials sites compiled pursuant to Government Code Section 65962.5: 930 Innes Avenue (RFJ MEISWINKEL, Geotracker Case T0607536728) and 996 Innes Avenue (G. Paizis Trustee, Geotracker Case T0607500229). While both of these cases are noted as "closed" on the DTSC's Geotracker online database, there is confirmed soil, groundwater, and soil-gas contamination on portions of the project site that could potentially result in release of hazardous materials into the environment and/or create a potentially significant hazard to the public or environment through the transport, use or disposal of hazardous materials during site preparation and construction activities.

The site information is based on a Phase I/II Targeted Brownfields Assessment (2013) for the U. S. Environmental Protection Agency Region 9 for the 900 Innes Site, a Foreshore Sediment Sampling Technical Memorandum (2015) prepared for SF Department of the Environment for the foreshore area of the 900 Innes Site, an Updated Phase I Site Assessment: India Basin (2014a) covering the 700 Innes site, and a India Basin draft Phase II Environmental Site Assessment (2014b). Based on the above mentioned reports, the historical shipbuilding operations, placement of fill materials, and recent construction storage activities have impacted the project site.

The 700 Innes site contains significant areas of fill and is listed in the regulatory database as a State Hazardous Waste Site (SHWS) and Voluntary Cleanup Program site (VCP). An investigation in 1994 found levels of semi-Volatile Organic Compounds (SVOCs) and hydrocarbons above the levels of concern in soil and groundwater, and the metal concentrations exceeded both the California and US Maximum Contaminant Levels (MCLs) for arsenic, barium, chromium, copper, lead and mercury. The report concluded that fill materials at the site contain heavy metals and petroleum products due to fill placement. Sampling activities (2014b) confirm such contamination, and the report recommends development of a Soil Management Plan and Health and Safety Plan with respect to disposal of excess soil and/or groundwater and protection of workers during construction. It is noted that the India Basin draft Phase II Environmental Site Assessment (2014b) does not compare the soil or groundwater results to residential Environmental Screening Levels (ESLs) and, therefore, makes no recommendations as to whether remediation would be required prior to development of the site for mixed use purposes. In addition, it appears that no vapor intrusion assessment has been undertaken for the site, despite sampling indicating benzene levels in soil gas that exceeded residential ESLs.

900 Innes was a boatbuilding and ship repair facility for over 120 years after which it was used to store construction equipment and heavy machinery. Several structures remain on site including the historic Shipwright's cottage. The soil and groundwater have been impacted by historic and current activities on the site. The 2013 Weston Phase I/II concluded that soil contamination of TPH-d (Diesel Range Organics) and TPH-mo (Motor Oil Range Organics) , polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs) and metals (lead, copper, nickel and mercury), and generalized contamination of arsenic and chromium were found throughout the site, and concluded that redevelopment of the site for proposed recreational purposes may require the construction of a physical barrier, excavation and disposal of contaminated soils, excavation and containment of contaminated soils onsite, or a combination of these cleanup alternatives. The report also recommended further characterization of soil, sediment, and groundwater contamination at the site to refine the suggested cleanup alternatives, allowing greater accuracy when estimating costs and ensuring greater confidence when discussing which alternative is most effective at protecting human health and safety.

The 2015 sampling was done to supplement the 2013 investigation. According to the State regulatory disposal criteria under the California Code of Regulations Title 22 and the federal standards under Resource Conservation and Recovery Act (RCRA), the foreshore sediments are considered RCRA Hazardous Waste and need to be treated as such, including disposal at a Class I landfill.

Environmental site assessments for the India Basin Shoreline Park or India Basin Open Space areas of the project site were not available, however it is considered likely that these areas also contain historical contamination due to fill placement and/or other historical contamination. None of the structures on the project site have been sampled for hazardous building materials, but, due to their age, most likely contain lead paint and ACM (asbestos containing materials) that could be released during demolition or renovation/construction activities. Analyses of Brownfields Cleanup Alternatives (ABCA) reports have been prepared for portions of the project site, including: the 900 Innes site (Weston) and the Shipwrights Cottage.[47]

RPD has been awarded grants to help cover the cost of the remediation for 900 Innes; however a detailed Remedial Action Plan for the entire project site has not yet been developed nor approved by the cleanup oversight agency. Given the location of two Cortese listed sites within the boundaries of the project site, as well as the confirmed contamination of soils, groundwater, and soil-gas within the project site, it is considered that there are potentially significant impacts relating to the release, handling, transport, and/or disposal of hazardous materials or hazardous waste from the proposed project and variant. There is also potential for accidental spills of hazardous materials (e.g., equipment fuel) during construction activities. These topics will be further addressed in the EIR. It is recommended that an updated and complete Phase II site investigation for the 700 Innes, India Basin Open Space, and India Basin Shoreline Park areas be undertaken, and that a remedial action plan for the project site be developed for agency approval and subsequent incorporation into the project via inclusion in project design and/or implementation via mitigation measures.

Operation: Operation of the proposed project and variant could include routine transport, use, or disposal of hazardous materials, and/or accidental releases of such hazardous materials. The project includes potential for research and development/laboratory and clinical care uses. Such uses may require the use, storage, transport or disposal of hazardous materials, with associated potential for accidental release or impacts to human health and/or the environment if not adequately controlled. In addition, if not appropriately remediated prior to or during construction, the existing contamination in the site's soil, groundwater, and soil-gas, and presence of hazardous building materials in existing site structures could potentially impact future residents or tenants of the proposed mixed-use facilities, and/or users of the proposed recreational areas. These impacts could be potentially significant and will be further addressed within the EIR.

Impact HZ-2: The proposed project and variant could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Potentially Significant)

A K-8 school is included as part of the proposed project and variant on the 700 Innes Property. Existing site contamination is present due to historic contamination and impacted fill, as discussed under Impact HZ-16a, b, and d above. As such, there is potential for handling of hazardous materials, substances, or waste within one-quarter mile of a proposed school during potential remedial actions and/or construction of the project. This impact is potentially significant; therefore, this topic will be addressed in the EIR.

[47] The recommended alternative is for abatement of all asbestos/lead-based paint/universal waste/mold/operation and maintenance of remaining materials/excavation and disposal of lead-impacted soil from the drip line of the Shipwrights Cottage.

Impact HZ-3: The proposed project and variant would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury or death involving fires. (Less Than Significant)

Compliance with the Public Works Code and the Fire Code would ensure that the proposed project and variant would not adversely affect existing emergency response or evacuation plans. The proposed ROW improvements and site access would be designed to City and other applicable roadway standards to accommodate fire truck turning radii. The proposed development would conform to the standards of the Building Code and Fire Code, which may include the provision of State-mandated smoke alarms; fire extinguishers; appropriate building access; emergency response notification systems; development of an emergency procedure manual; and an exit drill plan. The proposed project and variant would be required to conform to these standards, and potential fire hazards would be addressed through SFFD and Department of Building Inspection review of building permits. Conformance with these standards would ensure appropriate life safety protections for the proposed residential and commercial structures. Furthermore, the area is not noted as being within a medium, high, or very high Fire Hazard Severity Zone according to the CalFire Map for San Francisco County. Thus, impacts pertaining to fire safety and emergency access would be less than significant. These topics will not be further addressed in the EIR.

Impact-C-HA: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, could substantially contribute to cumulative impacts related to hazards and hazardous materials. (Potentially Significant)

Hazards and hazardous materials impacts associated with the proposed project could substantially contribute to cumulative impacts. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable hazards and hazardous materials impact. Therefore, potential cumulative hazards and hazardous materials impacts will be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Impact ME-1: The proposed project and variant would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. (No Impact)

Under the Surface Mining and Reclamation Act of 1975, the California Geological Survey designates all land in the City of San Francisco as Mineral Resource Zone Four (MRZ-4). The MRZ-4 designation indicates areas where geologic information does not rule out either the presence or absence of mineral resources. No locally-important

mineral resource recovery sites are delineated in any local land use plans for the project site or San Francisco County. Additionally, the proposed project and variant would not have an impact on any off-site operational mineral resource recovery sites. Because the site has been designated as having no known mineral deposits, the proposed project and variant would not result in the loss of availability of a locally- or regionally- important mineral resource, and would have no impact on mineral resources. Therefore, impacts to mineral resources will not be further analyzed in the EIR.

Impact ME-2: The proposed project and variant would not encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (Less Than Significant Impact)

The proposed project and variant would introduce new residential, commercial, institutional, and open space land uses to the site, which would use fuel, water, and energy. Construction and operation of the proposed project and variant would result in energy consumption.

Energy Demand (Construction): Implementation of the proposed project would increase consumption of energy in the forms of electricity and fossil fuels (e.g., gasoline and diesel) during proposed construction activities. The primary construction-related energy demands would be construction equipment, worker vehicles, and material haul trucks. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the County or state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Energy Demand (Operational): The proposed project would be built to meet LEED Silver or equivalent rating. In addition, as noted in the GHG Checklist, the proposed project would demonstrate a 10% compliance margin for GreenPoint Rated program. Therefore, the proposed project would operate commercial and residential buildings that are more energy efficient than standard development occurring throughout the state. Considering these project features, long-term operational energy consumption would not result in inefficient, wasteful, or unnecessary use of energy.

Water Demand: As shown in the GHG Checklists in Appendices B1 and B2, the proposed project would meet all State water fixture and fitting requirements, which would reduce water consumption by 30%. Thus, the proposed project's commercial and residential land uses would not consume water resources (and subsequent water-related energy) in an inefficient, wasteful, or unnecessary fashion.

Transportation Fuel Demand (Construction): The proposed project would develop residential and commercial land uses in an existing urban and infill area. The project site is designated as an infill and transit priority area that would have beneficial transportation interactions with the proposed land uses. The proposed project would provide amenities for proposed and existing nearby residents that could reduce trip distances to reach amenities. In addition, because of the infill and transit priority area designation, project residents could use public transit to reach job centers and other amenities, thereby eliminating motor vehicle trips. Furthermore, proposed and existing nearby residents could use non-motorized modes of transportation to reach proposed and existing amenities, which would further reduce transportation fuel demand. Therefore, operation of the project would provide opportunities to minimize vehicle miles traveled (VMT), utilize public transit, and use non-motorized modes of transportation (e.g., walking, biking) to reach employment destinations and amenities. Thus, the proposed project would provide the infrastructure and opportunities to avoid inefficient, wasteful, or unnecessary transportation fuel use.

Considering the information presented above, the proposed project's construction-, water-, energy-, and transportation-related energy consumption would not result in inefficient, wasteful, or unnecessary use of energy. This impact would be less than significant.

Impact-C-ME: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to energy and minerals. (Less than Significant)

No known minerals exist at the project site; thus, the proposed project would not contribute to any cumulative impact on mineral resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the State and would not in and of itself require any expansion of power facilities. The City plans to reduce GHG emissions to 25 percent below 1990 levels by 2017 and to 80 percent below 1990 levels by 2050, which would be achieved through a number of different strategies, including energy efficiency. Therefore, the energy demand associated with the proposed project would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable mineral and energy resources impact. Therefore, potential cumulative mineral and energy impacts will not be addressed further in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. AGRICULTURE AND FOREST RESOURCES:[48] —Would the project					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒	☐

48 In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as a model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding State inventory of forest land, including the Forest and Range Assessment and Forest Legacy Assessment projects; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Impact AF-1: Would the proposed project or variant would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land or timberland; result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use. (No Impact)

The former-maritime industrial project site is generally undeveloped, except for about eleven structures, a shoreline park, open space area, and rights-of-way, and does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmland, unique farmland, or a farmland of Statewide importance designated by the California Department of Conservation or forest land or timberland. In addition, the project site is not subject to, nor is it near, a Williamson Act contract site pursuant to Sections 51200-51207 of the California Government Code. Furthermore, the site is currently designated as light industrial, neighborhood-commercial, and public land and not designated as farmland under the Farmland Mapping and Monitoring Program of the California Department of Conservation or the City and County of San Francisco's General Plan. Therefore, there would be no impacts associated with agricultural and forestry resources due to implementation of the proposed project. Agriculture and forest resources will, thus, not be assessed within the EIR.

Impact-C-AF: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to agriculture and forestry resources. (No Impact)

There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City and County of San Francisco.[49] The City and County of San Francisco does not participate in the Williamson Act program; as such, there are no Williamson Act contract-holding parcels in San Francisco.[50] There is no land zoned for forestry or timberland in the City and County of San Francisco.[51] Neither the project site nor other sites in the vicinity support agricultural or forestry resources. Ongoing and foreseeable development in the vicinity of the project site would not impact agricultural or forestry resources. Therefore, there would be no cumulative impact to agricultural or forestry resources. Therefore, cumulative agriculture and forestry impacts will not be addressed further in the EIR.

[49] California Department of Conservation San Francisco Bay Area Important Farmland: Mapping and Monitoring Program, 2015

[50] California Department of Conservation Land Conservation (Williamson) Act, 2015

[51] San Francisco Planning Code, Article 2: Use Districts

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

As discussed under "Biological Resources" and "Cultural Resources," the proposed project and variant would have the potential to result in significant disturbance to sensitive biological resources and to cultural resources. Therefore, the proposed project and variant could degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The EIR will, thus, assess these topics and identify mitigation measures, as necessary and feasible.

The proposed project and variant, in combination with other past, present, and foreseeable projects could result in significant cumulative effects. The proposed project and variant would have the potential to result in significant impacts related to "Air Quality," "Biological Resources," "Cultural Resources," "Geology and Soils," and "Transportation/Traffic." The EIR will, thus, assess cumulative impacts related to these topics and identify mitigation measures, as necessary and feasible.

As discussed above under "Air Quality," "Hazards and Hazardous Materials," "Noise," "Public Services," "Recreation," "Utilities," and "Transportation/Traffic," the proposed project has the potential to adversely impact human beings. Therefore, implementing the project could result in environmental effects (as outlined in Appendix G of the State CEQA Guidelines) that would cause substantial adverse effects on human beings. The EIR will, thus, assess these topics and identify mitigation measures.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

As shown in this document, all topics are either not applicable or do not have any potentially significant impact and have therefore been scoped out of the EIR. For the remaining topics that have been identified as potentially significant, mitigation measures and improvement measures intended to reduce impacts will be determined and described in detail in the EIR.

G. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Sarah Jones
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE June 1, 2016

I. INITIAL STUDY PREPARERS

Planning Department, City and County of San Francisco (Lead Agency)
Environmental Planning Division
165 Mission Street, Suite 400
San Francisco, CA 94103

Environmental Review Officer: Sarah Jones
Senior Environmental Planner: Joy Navarrete
Project Manager: Brett Bollinger

AECOM (Environmental Planning Consultant)
Post Montgomery Center
One Montgomery Street, Suite 900
San Francisco, CA 94104

Project Director: David Reel
Project Manager: Kelsey Bennett
Deputy Project Manager: Elliott Schwimmer

Build Inc. (Project Sponsor)
315 Linden Street
San Francisco, CA 94102

Project Director: Michael Yarne
Project Manager: Courtney Pash

Recreation and Parks Department, City and County of San Francisco (Project Sponsor)
30 Van Ness Avenue, Suite 3000
San Francisco, CA 94102

Project Director: Nicole Avril
Project Manager: Levi Conover

Appendix A: SB743 Checklist

SAN FRANCISCO
PLANNING DEPARTMENT

Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date of Preparation:	April 15, 2016
Case No.:	**2014-002541ENV**
Project Title:	**700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park and India Basin Open Space Projects**
Zoning:	P Use District M-1 Use District NC-2 Use District *OS* Height and Bulk District *40-X* Height and Bulk District
Block/Lot:	4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011 4631/Lots 001, 002 4620/Lots 001, 002 4607/Lots 025, 024 4596/Lot 026 4597/Lot 026 4606/Lots 026, 100 4621/016, 018, 021, 100, 101 4630/005, 007, 100 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013 4630/002 4629A/010, 011 4646/001, 002, 003, 003A, 019, 020 4629A/012, 013, 003, 004, 005, 006 4622/007, 008, 016, 017, 018, 019, 012, 013 4605/010,011,012,013,014,015,016,017,018,019 4645/Lots 014, 015
Lot Size:	38.84 acres (1,691,870 square feet)
Project Sponsors	Courtney Pash, Build Inc. (415) 551-7626 or courtney@bldsf.com Nicole Avril, San Francisco Recreation and Parks (415) 305-8438 or Nicole.Avril@sfgov.org
Lead Agency:	San Francisco Planning Department
Staff Contact:	Brett Bollinger—(415) 575-9024 Brett.Bollinger@sfgov.org

This checklist is in response to California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects and Planning Commission Resolution 19579. CEQA Section 21099 allows for a determination that aesthetic and parking effects of a project need not be considered significant environmental effects. Planning Commission Resolution 19579

replaces automobile delay with vehicle miles traveled analysis. This checklist provides screening criteria for determining when detailed VMT analysis is required for a project.

Aesthetics and Parking
In accordance with California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria (Attachment A sets forth the definitions of the terms below):

a) The project is residential, mixed-use residential, or an employment center; and
b) The project is on an infill site; and
c) The project is in a transit priority area.

As demonstrated by Table 1 on page 3, the proposed project described below satisfies each of the above criteria and therefore qualifies as a transit-oriented infill project subject to CEQA Section 21099.

Automobile Delay and Vehicle Miles Traveled
In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects. (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.)

The Planning Department has identified screening criteria to identify types, characteristics, or locations of projects and a list of transportation project types that would not result in significant transportation impacts under the VMT metric. These screening criteria are consistent with CEQA Section 21099 and the screening criteria recommended by OPR.

Project Description:
As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their respective adjacent parcels along the India Basin shoreline of San Francisco Bay. The project would encompass publicly and privately owned parcels, including existing streets, totaling

approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

Build Inc would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential; retail; commercial; office; research and development/laboratory and clinical carespace; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered for the 700 Innes property: the proposed Residential Project or proposed project would include 1,240 dwelling units, 275,330 gross square feet (gsf) of ground-floor retail, commercial, or flex space; and 1,800 total parking spaces for all proposed uses. The Maximum Commercial Variant or proposed project variant would include up to 1,000,000 gsf of commercial/institutional uses and 500 dwelling units. The proposed development at 700 Innes would include residential units and commercial uses (including retail, office, R&D, laboratory and clinical care, and institutional), parking, and a shoreline network of publicly accessible open space.

As part of the proposed project and proposed project variant, RPD would improve 14.2 acres of publicly owned parcels along the shoreline plus 1.58 acres of unimproved paper streets[1] to create a publicly accessible network of new and/or improved parkland and open space. All of the project-related RPD properties (i.e., 900 Innes, India Basin Shoreline Park, India Basin Open Space) would be enhanced for park and open space use and would be combined to create a network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway/Bay Trail and would provide pedestrian and bicycle connections to and along the shoreline, fronting the San Francisco Bay.

Table 1: Transit-Oriented Infill Project Eligibility Checklist The project must meet all three criteria below for aesthetics and parking to be excluded from CEQA review. See Attachment A for definitions and other terms.	
☒	**Criterion 1. Does the project consist of residential, mixed-use residential, or *"employment center"*[2] uses and** Build Inc would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential; retail; commercial; office; research and development/laboratory and clinical carespace; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered for the 700 Innes property: the proposed Residential Project or proposed project (a residential-focused mixed-use development including 1,240 dwelling units and 275,330 gross square feet (gsf) of ground-floor retail, commercial, or flex space); and the Maximum Commercial Variant or proposed project variant (with up to 1,000,000 gsf of commercial/institutional uses and 500 dwelling units). The proposed development at 700 Innes would include residential units and commercial uses (including retail, office, R&D, laboratory and clinical care, and institutional), parking, and a shoreline network of publicly accessible open space.
☒	**Criterion 2. Is the proposed project located on an *"infill site"* and** The 700 Innes property consists of 30 parcels, totaling 17.12 acres. The property generally is undeveloped, except for approximately six buildings and structures. One dilapidated, wood-

[1] Roadways that appear on maps but have not been built.

[2] See **Attachment A** for definitions.

	framed storage structure sits on the concrete wharf that fronts a wood dock, in a western portion of the property that once was part of the Allemand Brothers Boat Yard. A second structure, at 702 Earl Street (also known as the Heerdt Building and Repair), built in 1935, is on the southwestern corner of the property. The building at 702 Earl Street is a timber-framed industrial building with two stories over a basement, a compound shed, and a shallow pitch gable roof. The 900 Innes property consists of seven parcels totaling 2.4 acres, 0.6 acre of which is submerged. It is located between India Basin Shoreline Park and India Basin Open Space (see Figure 2). The property is a former maritime industrial site that contains five buildings and structures, totaling approximately 7,760 square feet. A one-story, 900-square-foot wood-framed house is on the northwestern corner of Innes Avenue and the unimproved Griffith Street ROW. Based on the past history detailed above, the project site meets the definition of an "infill site" for lots located within an urban area that has been previously developed.
☒	**Criterion 3. Is the proposed project site located within a *"transit priority area?"*** **Map:** See Attachment B. **Muni Bus Line Stops:** 19 Polk at Innes Avenue and Griffith Street; 44 O'Shaughnessy at Middle Point Road and Innes Avenue; 54 Felton at Northridge Road and Dormitory Road within ½ mile of the project site (with AM and PM headways of 15 minutes or less).

Table 2a: Vehicle Miles Traveled Analysis – Screening Criterion If a project meets the screening criterion listed below, then a detailed VMT analysis is not required.[3] See Attachment A for definitions and other terms.	
☒	**Criterion 1. Is the proposed project site located within the "*map-based screening*" area?** The proposed project site is located in transportation analysis zone (TAZ) 446. The proposed project would include 1,240 dwelling units, office and ground-floor retail space. Residential: Existing average daily VMT per capita is 9.0 for the transportation analysis zone 446. This is 38 percent below the existing regional average daily VMT per capita of 14.6. Future 2040 average daily VMT per capita is 8.9 for the transportation analysis zone 446. This is 35 percent below the future 2040 regional average daily VMT per capita of 13.7. Office: Existing average daily VMT per capita is 15.3 for the transportation analysis zone the project site is located in, 446. This is 6 percent below the existing regional average daily VMT per capita of 16.2. Future 2040 average daily VMT per capita is 13.4 for the transportation analysis zone 446. This is 8 percent below the future 2040 regional average daily VMT per capita of 14.5. Retail: Existing average daily VMT per retail employee is 8.1 for the transportation analysis zone 446. This is 36 percent below the existing regional average daily VMT per retail employee of 12.6. Future 2040 average daily VMT per retail employee is 8.8 for the transportation analysis zone 446. This is 30 percent below the future 2040 regional average daily work-related VMT per retail employee of 12.4.

Table 2b: Vehicle Miles Traveled Analysis – Additional Screening Criteria Identify whether a projects meets any of the additional screening criteria. See Attachment A for definitions and other terms.	
☐	**Criterion 1. Does the proposed project qualify as a "*small project*"? or** No
☒	**Criterion 2. Proximity to Transit Stations (must meet all four sub-criteria)** Is the proposed project site located within a half mile of an existing major transit stop; and Yes, as evidenced below: **Map:** See Attachment B. **Muni Bus Line Stops:** 19 Polk at Innes Avenue and Griffith Street; 44 O'Shaughnessy at Middle Point Road and Innes Avenue; 54 Felton at Northridge Road and Dormitory Road within ½ mile of the project site (with AM and PM headways of 15 minutes or less).

[3] For projects that propose multiple land use types (e.g, residential, office, retail, etc.), each land use type must qualify under the three screening criterion in Table 2a.

Table 2b: Vehicle Miles Traveled Analysis – Additional Screening Criteria Identify whether a projects meets any of the additional screening criteria. See Attachment A for definitions and other terms.	
	Would the proposed project have a floor area ratio of greater than or equal to 0.75, and Yes. The combined gross floor area of the new buildings would be greater than 0.75 floor area ratio.
	Would the project result in an amount of parking that is less than or equal to that required or allowed by the Planning Code without a conditional use authorization, and Yes. The minimum required vehicle parking for the proposed project is zero spaces and the maximum allowed is one (1) space for each dwelling unit, plus car share spaces. The proposed project would include 1,240 dwelling units, 275,330 gross square feet (gsf) of ground-floor retail, commercial, or flex space; and 1,800 total parking spaces for all proposed uses within the allowable vehicle parking spaces for the NC-2 zoning district.
	Is the proposed project consistent with the Sustainable Communities Strategy?[4] The project site is located in a priority development area in Plan Bay Area. The project would have a floor area ratio greater than 0.75, and is located in a priority development area identified in the Bay Area's sustainable community's strategy (Plan Bay Area).[5] The project would not require a conditional use authorization for the amount of parking proposed.

[4] A project is considered to be inconsistent with the Sustainable Communities Strategy if development is located outside of areas contemplated for development in the Sustainable Communities Strategy.

[5] Sarah Dennis Phillips, San Francisco Planning Department. *Memorandum re: Plan Bay Area: Review and Comment on the draft Sustainable Communities Strategy*, May 2, 2013. Available online at: http://www.sf-planning.org/ftp/files/plans-and-programs/emerging_issues/scs/Plan-Bay-Area-Memo-5_02_13.pdf, accessed March 24, 2016.

Table 3: Induce Automobile Travel Analysis If a project contains transportation elements and fits within the general types of projects described below, then a detailed VMT analysis is not required. See Attachment A for definitions and other terms.	
☒	**Project Type 1. Does the proposed project qualify as an "*active transportation, rightsizing (aka Road Diet) and Transit Project*"? or** Yes. The proposed projects would include a network of new pedestrian pathways and Class I and II bicycle lanes, to enable a continuous Blue Greenway/Bay Trail as well as multiple points of access between the 700 Innes, 900 Innes, India Basin Open Space, and India Basin Shorelines Park properties. The proposed projects also would enable continuous access to the future Northside Park, which will be part of the Candlestick-Hunters Point Shipyard project, immediately to the east. These elements fit within the "infrastructure projects, including safety and accessibility improvements, for people walking or bicycling" category.
☒	**Project Type 2. Does the proposed project qualify as an "*other minor transportation project*"?** Yes. The proposed projects would include changes to the existing public ROWs. The roadway network would adhere to the standards outlined in the San Francisco Better Streets Plan. Primary accesses to the project site would continue to be from Innes Avenue and Hunters Point Boulevard. New roadways within the project site would provide access to the park and open space areas, and would allow circulation within the residential and commercial/retail areas. Hudson Street east and west of Arelious Walker Drive would be vacated and realigned through dedication to the City of a new alignment, generally north of the existing ROW. The realigned segment of Hudson Street would be named New Hudson Street. The vacated Hudson Street ROW east and west of Arelious Walker Drive would become part of the 700 Innes property development. The Arelious Walker Drive ROW immediately north of New Hudson Street would shift to the northeast, to connect to New Hudson Street, while the remainder of the Arelious Walker Drive ROW beyond the intersection of New Hudson Street would be vacated for new parkland. Earl Street would be re-graded to meet City standards for vehicular access, descending from Innes Avenue and connecting with New Hudson Street. The remainder of Earl Street along the eastern side of the project site would be vacated and converted to a publicly accessible pedestrian path and a stormwater-wetland treatment canal, called Earl Canal. New Hudson Street would serve as the neighborhood "spine," providing a connection to the edge of the future Northside Park to the east and to the India Basin Cove to the west. The proposed project would include filling in curb cuts, adding new curb cuts, removing on-street parking, and adding new on-street loading zones. These elements fit within the "removal of off- or on-street parking spaces" and "adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)" categories. In addition, the proposed project may include signalization of three new intersections along Innes Ave created to access the proposed project site. This element fits within the "Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features" category.

ATTACHMENT A
DEFINITIONS

Active transportation, rightsizing (aka road diet) and transit project means any of the following:

- Reduction in number of through lanes
- Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling
- Installation or reconfiguration of traffic calming devices
- Creation of new or expansion of existing transit service
- Creation of new or conversion of existing general purpose lanes (including vehicle ramps) to transit lanes
- Creation of new or addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for people walking, bicycling, and, if applicable, riding transit (e.g., by improving neighborhood connectivity or improving safety)

Employment center project means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

Floor area ratio means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

Gross building area means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls.

Infill opportunity zone means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Infill site means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Lot means all parcels utilized by the project.

Major transit stop is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Map-based screening means the proposed project site is located within a transportation analysis zone that exhibits low levels of VMT.

Net lot area means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas as determined by the local land use authority.

Other land use projects mean a land use other than residential, retail, and office. OPR has not provided proposed screening criteria or thresholds of significance for other types of land uses, other than those that meet the definition of a small project.

- Tourist hotels, student housing, single room occupancy hotels, and group housing land uses should be treated as residential for screening and analysis.
- Childcare, K-12 schools, post-secondary institutional (non-student housing), Medical, and production, distribution, and repair (PDR) land uses should be treated as office for screening and analysis.
- Grocery stores, local-serving entertainment venues, religious institutions, parks, and athletic clubs land uses should be treated as retail for screening and analysis.
- Public services (e.g., police, fire stations, public utilities) and do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances and the project is not located within ½ mile of a major transit stop or does not meet the small project screening criterion.
- Event centers and regional-serving entertainment venues would most likely require a detailed VMT analysis. Therefore, no screening criterion is applicable.

Other minor transportation project means any of the following:

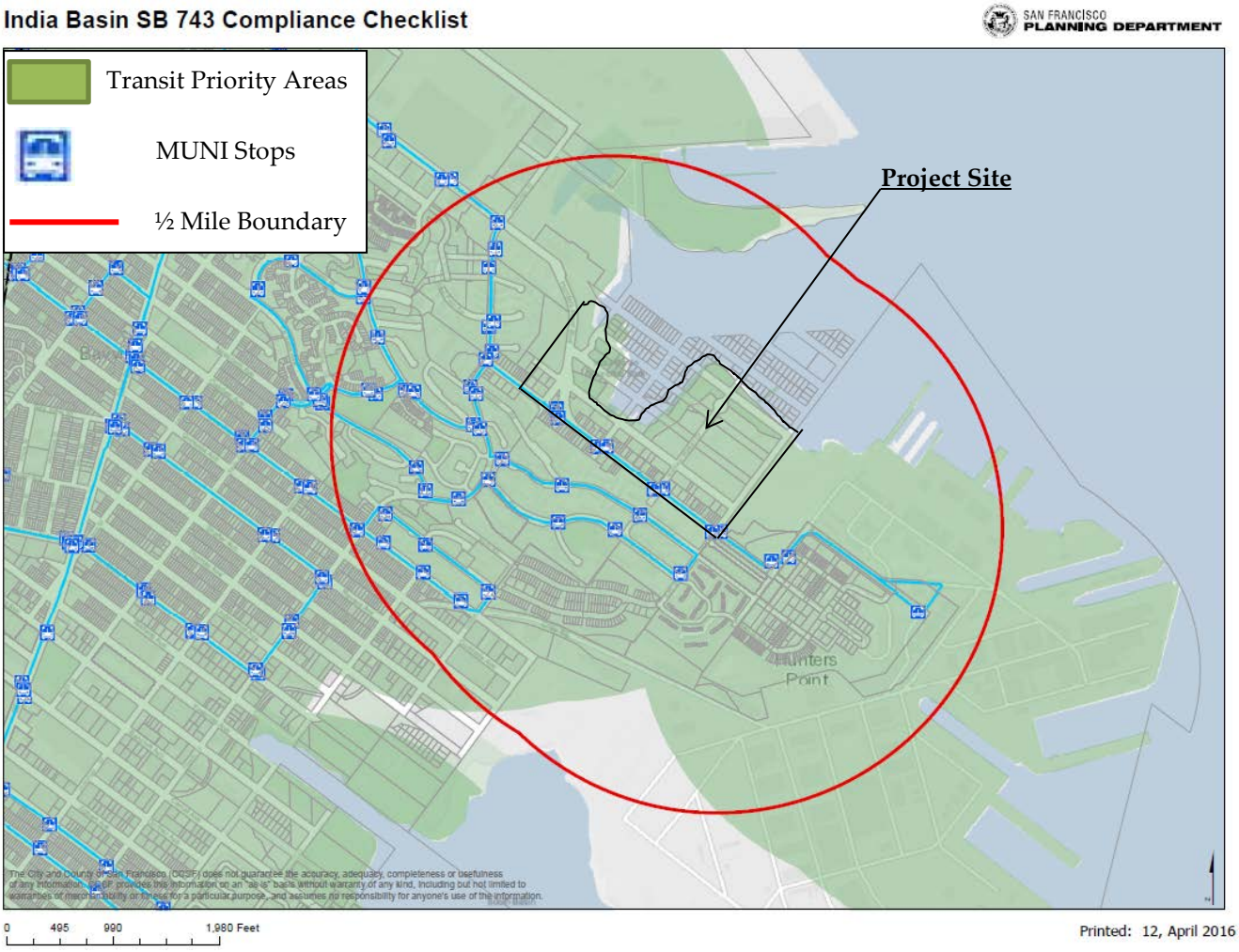
- Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not used as through lanes
- Conversion of existing general purpose lanes (including vehicle ramps) to managed lanes (e.g., HOV, HOT, or trucks) or transit lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Traffic metering systems
- Timing of signals to optimize vehicle, bicycle or pedestrian flow on local or collector streets
- Installation of roundabouts
- Adoption of or increase in tolls
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Addition of transportation wayfinding signage
- Removal of off- or on-street parking spaces
- Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

Small project means the project would not result in over 100 vehicle trips per day.

Transit priority area means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

Vehicle miles traveled measures the amount and distance that a project might cause people to drive and accounts for the number of passengers per vehicle.

ATTACHMENT B
MAJOR TRANSIT STOPS



Appendix B1: Build Inc GHG Checklist

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Compliance Checklist
Greenhouse Gas Analysis

A. GENERAL PROJECT INFORMATION:

Instructions: Complete Sections A and B, below. Generally, only projects within the City and County of San Francisco can apply for a determination of consistency with the GHG Reduction Strategy.

Date: April 19, 2016

Project name: India Basin Mixed-Use and Park Development

Case No: 2014-002541ENV

Project address and block and lot: 700 Innes Avenue & 900 Innes Avenue; 4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011; 4631/Lots 001, 002; 4620/Lots 001, 002; 4607/Lots 025, 024; 4596/Lot 026; 4597/Lot 026; 4606/Lots 026, 100; 4621/016, 018, 021, 100, 101; 4630/005, 007, 100; 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013; 4630/002; 4629A/010, 011; 4646/001, 002, 003, 003A, 019, 020; 4629A/012, 013, 003, 004, 005, 006; 4622/007, 008, 016, 017, 018, 019, 012, 013; 4605/010,011,012,013,014,015,016,017,018,019; 4645/Lots 014, 015

EP planner: Brett Bollinger

Brief Project description: As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their parcels along the India Basin shoreline of San Francisco Bay (herein referred to collectively as the proposed projects). The two proposed projects would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

The Build Inc project would develop 17.12 acres of privately owned land, plus 5.94 acres of developed and undeveloped public rights-of-way in a phased development of residential; retail; commercial; office; research and development/laboratory and clinical care space; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered: the proposed Residential Project (residential-mixed use development); and the Maximum Commercial Variant (with fewer dwelling units and more commercial development than the Residential Project).

The RPD project would entail improvements to 14.2 acres of publicly owned parcels along the shoreline, plus 1.58 acres of unimproved paper streets (roadways that appear on maps but have not been built), to create a publicly accessible network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway—a portion of the San Francisco Bay Trail (Bay Trail) that will connect China Basin to Candlestick Point—and would provide pedestrian and bicycle connections to and along the shoreline.

B. COMPLIANCE CHECKLIST TABLE

Complete and attach to this form the appropriate compliance table by determining project compliance with the identified regulations and providing project-level details in the discussion column. Please note that Table 1 applies to Private Development Projects, Table 2 applies to Municipal Projects, and Table 3 is for plan-level analysis. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco's qualified GHG reduction strategy.

Compliance Checklist Table attached: ☒ Table 1. Private Development

☐ Table 2. Municipal Project

☐ Table 3. Area Plan for _____
(specify area)

C. DETERMINATION OF COMPLIANCE WITH CITY'S GHG REDUCTION STRATEGY

☒ Project Complies with San Francisco's *Strategies to Address Greenhouse Gas Emissions*

Project Notes:

☐ Project Does Not Comply

Planner Name: Brett Bollinger **Date of Determination:** 5/5/2016

SAN FRANCISCO
PLANNING DEPARTMENT

Compliance Checklist Table for Greenhouse Gas Analysis:

Table 1. Private Development Projects

A. GENERAL PROJECT INFORMATION:

Date: April 6, 2016

Project name: India Basin Mixed-Use Development (700 Innes Avenue)

Case No: 2014—002541ENV

Project address and block and lot: 700 Innes Avenue & 900 Innes Avenue; 4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011; 4631/Lots 001, 002; 4620/Lots 001, 002; 4607/Lots 025, 024; 4596/Lot 026; 4597/Lot 026; 4606/Lots 026, 100; 4621/016, 018, 021, 100, 101; 4630/005, 007, 100; 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013; 4630/002; 4629A/010, 011; 4646/001, 002, 003, 003A, 019, 020; 4629A/012, 013, 003, 004, 005, 006; 4622/007, 008, 016, 017, 018, 019, 012, 013; 4605/010,011,012,013,014,015,016,017,018,019; 4645/Lots 014, 015

Standard to be met (Select one)[1]: LEED Silver or equivalent

Compliance Checklist Prepared By: Courtney Pash **Date:** 04/08/2016

Brief Project Description:

As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their parcels along the India Basin shoreline of San Francisco Bay (herein referred to collectively as the proposed projects). The two proposed projects would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

The Build Inc project would develop 17.12 acres of privately owned land, plus 5.94 acres of developed and undeveloped public rights-of-way in a phased development of residential; retail;

[1] Refers to the standard to be met per the San Francisco Green Building Code. See http://sfdbi.org/administrative-bulletins for latest "AB-093" to determine which standard your project is required to meet, if applicable.

commercial; office; research and development/laboratory and clinical care space; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered: the proposed Residential Project (residential-mixed use development); and the Maximum Commercial Variant (with fewer dwelling units and more commercial development than the Residential Project).

The RPD project would entail improvements to 14.2 acres of publicly owned parcels along the shoreline, plus 1.58 acres of unimproved paper streets (roadways that appear on maps but have not been built), to create a publicly accessible network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway—a portion of the San Francisco Bay Trail (Bay Trail) that will connect China Basin to Candlestick Point—and would provide pedestrian and bicycle connections to and along the shoreline.

B. COMPLIANCE CHECKLIST TABLE:

Instructions: Complete the following table by determining project compliance with the identified adopted regulations and providing project-level details in the "Remarks" column. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco's Greenhouse Gas Reduction Strategy, although compliance with most ordinances/regulations is not optional. (Continued on next page)

Table 1. Regulations Applicable to Private Development Projects

Regulation	Requirements	Project Compliance	Remarks
Transportation Sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 427)	All employers of 20 or more employees nationwide must provide at least one of the following benefit programs: (1) A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit or vanpool subsidy for each Covered Employee. The subsidy must be at least equal in value to the current cost of the Muni Fast Pass including BART travel, or (3) Employer Provided Transportation furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	At a minimum, item 1 (26 U.S.C. § 132(f)) would be offered to employees. If the Project has a certain threshold of commercial users, item 3 would be implemented
Emergency Ride Home Program	All San Francisco companies are eligible to register for the Emergency Ride Home program. Employers must register annually. Once registered, all San Francisco employees of the company are eligible to request reimbursement.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	All businesses would comply with the emergency ride home program
Transportation Management Programs (San Francisco Planning Code, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Would comply. See TIS for Transportation Management Program

Regulation	Requirements	Project Compliance	Remarks
Transportation Sustainability Fee (San Francisco Planning Code Section 411A)	Establishes citywide fees for all new development. Fees based on a proportion of the gross area of the project based on the type of use. Fees are paid to the Department of Building Inspection and provided to the San Francisco Municipal Transportation Agency to improve local transit services.	☒ Project Complies ☐Not Applicable ☐ Project Does Not Comply	Project sponsor intends to provide in-kind transportation improvements in an amount equivalent or greater to the TSF, similar to other large development project subject to Development Agreements
Jobs-Housing Linkage Program (San Francisco Planning Code Section 413)	The Jobs-Housing Program found that new large scale developments attract new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment. The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Would comply by either paying a fee or negotiate through the DA on-site housing equivalent to the Fee
Bicycle Parking, Showers, and Lockers in New and Expanded Buildings (San Francisco Planning Code, Section 155.1-155.4)	Requires bicycle facilities for new and expanded buildings, new dwelling units, change of occupancy, increase of use intensity, and added parking capacity/area. Refer to Section 155.2 and 155.3 for requirements by use. Non-residential projects that add 10 or more parking spaces: meet Planning Code section 155 and CalGreen 5.106.4 (provide short and long-term (secure) bicycle parking for at least 5% of motorized vehicle capacity), whichever is stricter.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Project would comply by building at least 1,200 Class 1 bike parking spaces. Build Inc. will also build a Class 1 bicycle path through the project to encourage ridership. Additional Class 2 bike parking spaces (approx.. 300) to serve the public generally will be distributed throughout the Site

Regulation	Requirements	Project Compliance	Remarks
Bicycle parking in parking garages (San Francisco Planning Code, Section 155.2)	(C) Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces. Where parking capacity is increased by 10 or more spaces, CalGreen 5.106.4 applies.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Project would comply by providing a minimum of 200 additional bike parking spaces in the Project garages
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.2)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Project would comply and will provide a minimum of 1200 on-site Class 1 bike parking spaces
San Francisco Green Building Code (CalGreen Section 5.106.2)	Requires New Large Commercial projects, New High-rise Residential projects and Commercial Interior projects to provide designated parking for low-emitting, fuel efficient, and carpool/van pool vehicles. Mark 8% of parking stalls for such vehicles.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Project would comply by providing a minimum of 8% of stalls or approximately 120 parking spaces for such vehicles
Car Sharing Requirements (San Francisco Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Project would comply and provide a minimum of 20 Car share spaces

Regulation	Requirements	Project Compliance	Remarks
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Green Building Code 4.101, 4.102, 5.103,)	Demonstrate compliance with Title 24 Part 6 (2013) Energy Standards, and additionally meet energy efficiency prerequisites of the applicable green building rating system: • GreenPoint Rated: demonstrate a 10% compliance margin • LEED for Homes (including midrise): demonstrate a 10% compliance margin • LEED BD+C 2009: No compliance margin requirement.	☒ Project Complies ☐Not Applicable ☐Project Does Not Comply	Project would comply and demonstrate a 10% compliance margin
San Francisco Green Building Requirements: Commissioning of Building Energy and Water Systems (LEED EA3, San Francisco Green Building Code, Section 5.103.1.4, CalGreen 5.410.2 and 5.410.4.)	New non-residential buildings and alterations to non-residential buildings must conduct design and construction commissioning to verify energy and water using components meet the owner's or owner representative's project requirements. Commissioning requirements apply to all building operating systems covered by Title 24 Part 6, as well as process equipment and controls, and renewable energy systems. • New non-residential projects ≥25,000 sq ft: complete Enhanced Commissioning of Building Energy Systems (meeting LEED EAc3 – SFGBC 5.103.1.4 and CalGreen 5.410.) • Non-residential new buildings and alterations <25,000 square feet and ≥10,000 square feet: commission all energy systems (CalGreen 5.410) • Non-residential new buildings and alterations less than 10,000 square feet, must complete testing and adjusting of energy systems. (CalGreen 5.410.4) • New residential high rise, new commercial interior, and Major Alterations to Residential buildings must each commission building energy systems, meeting the LEED prerequisite EAp1.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply due to LEED silver or equivalent rating.
San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	All projects disturbing more than 5,000 square feet of ground surface must manage stormwater on-site using low impact design. Comply with the Stormwater Management Ordinance, including SFPUC Stormwater Design Guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Would comply on a project level basis and include Stormwater retention and treatment strategies integrated into the landscape of the 11 acre park included as part of the Project.

Regulation	Requirements	Project Compliance	Remarks
San Francisco Green Building Requirements for water use reduction (San Francisco Green Building Code 4.103.2.2 and 5.103.1.2; and CalGreen 4.303.1 and 5.303.2,)	All new buildings must comply with current CA water fixture and fitting efficiency requirements. All fixtures and fittings within areas of alteration, or serving areas of alteration, must be upgraded to current CA and San Francisco fixture and fitting water efficiency requirements. (For local requirements applicable to alterations, see Commercial Water Conservation Ordinance and Residential Water Conservation Ordinance below.) Additionally: • New large commercial and high-rise residential projects: incorporate fixtures and fittings cutting water consumption by a total of 30% (LEED WEc3)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply and incorporate fixtures and fittings into each of the buildings or clusters of buildings cutting water consumption by 30%.
Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A)	Requires all alterations to existing commercial properties to achieve the following: 1. If showerheads have a maximum flow > 2.5 gallons per minute (gpm), replace with ≤2.0 gpm. 2. All showers have no more than one showerhead per valve 3. If faucets and faucet aerators have a maximum flow rate > 2.2 gpm, replace with unit meeting current code: • Non-residential lavatory: ≤0,4 gpm • Kitchen faucet: ≤0.8 gpm • Metering faucet: ≤0.2 gal/cycle 4. If toilets have a maximum rated water consumption >1.6 gallons per flush (gpf), replace with ≤1.28 gpf toilet 5. If urinals have a maximum flow rate >1.0 gpf, replace with ≤0.5 gpf unit 6. Repair all water leaks.	☐ Project Complies ☒ Not Applicable ☐ Project Does Not Comply	There are no existing commercial properties on the Site.

Regulation	Requirements	Project Compliance	Remarks
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. If showerheads have a maximum flow > 2.5 gallons per minute (gpm), replace with ≤2.0 gpm. 2. All showers have no more than one showerhead per valve 3. If faucets and faucet aerators have a maximum flow rate > 2.2 gpm, replace with unit meeting current code: • Non-residential lavatory: ≤0,4 gpm • Residential lavatory: ≤1.5 gpm • Kitchen faucet: ≤0.8 gpm • Metering faucet: ≤0.2 gal/cycle 4. If toilets have a maximum rated water consumption >1.6 gallons per flush (gpf), replace with ≤1.28 gpf toilet 5. If urinals have a maximum flow rate >1.0 gpf, replace with ≤0.5 gpf unit 6. Repair all water leaks.Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply and would require all new vertical residential buildings to follow the minimum standards or more.
San Francisco Water Efficient Irrigation Ordinance	Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption. Tier 1: 1,000 sf <= project landscape < 2,500 sf Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals. See the SFPUC Web site for information regarding exemptions to this requirement. www.sfwater.org/landscape	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Would comply due to on-site irrigation using non-potable recycled (grey, and potentially black) water

Regulation	Requirements	Project Compliance	Remarks
Residential Energy Conservation Ordinance (San Francisco Housing Code, Chapter 12)	Prior to transfer of title as a result of sale (including condominiums), residential properties that received a building permit prior to July 1978 the seller must provide the buyer a certificate of compliance, and the certificate must be recorded with the San Francisco Recorder's Office. To comply, install the following measures as applicable: • attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; and insulating accessible heating and cooling ducts.. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner. • Maximum required expenditure: $1300 for 1-2 unit dwellings, and for buildings with 3 or more units, 1% of the assessed value or purchase price as applicable. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Would comply with regard to Herdt Building located at 702 Earl Street if it is ever sold. No other existing buildings will remain on Site
San Francisco Existing Commercial Buildings Energy Performance Ordinance (San Francisco Environment Code Chapter 20)	Owners of nonresidential buildings in San Francisco with ≥10,000 square feet that are heated or cooled must conduct energy efficiency audits, as well as to annually measure and disclose energy performance. Certain exceptions apply for new construction or if specified performance criteria are met.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply and conduct periodic energy efficiency audits.
Light Pollution Reduction (CalGreen 5.106.8)	For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Meet California Energy Code minimum for Lighting Zones 1-4 with Backlight/Uplight/Glare ratings meeting CalGreen Table 5.106.8.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The entirety of project would comply with California Energy Codes

Regulation	Requirements	Project Compliance	Remarks
Renewable Energy			
San Francisco Green Building Code: Renewable Energy	New commercial buildings of ≥25,000 square feet must either generate 1% of energy on-site with renewables (EAc2), or purchase renewable energy credits equal to 35% of total electricity use for at least 2 years (LEED EAc6), or achieve at least a 10% compliance margin beyond Title 24 2013.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply with 10% margin beyond Title 24 2013
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and CalGreen)	All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse. (San Francisco Environment Code Chapter 19).All new construction, renovation and alterations must provide for the storage, collection, and loading of recyclables, compost and solid waste in a manner that is convenient for all users of the building. (San Francisco Environment Code Chapter 19 and CalGreen 5.410.1)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Would provide separate bins throughout project, therefore the project would comply with this ordinance
San Francisco Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288)	Applies to all projects: No construction and demolition material may be taken to landfill or placed in the garbage. All (100% of) mixed debris must be transported by a registered hauler to a registered facility to be processed for recycling. Source separated material must be taken to a facility that recycles or reuses those materials. Additionally, projects that include full demolition of an existing structure must submit a waste diversion plan to the Director of the Department Environment and the plan must provide for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Waste diversion plan would be submitted to Department of the Environment and would meet minimum diversion requirements, therefore this project would comply

Regulation	Requirements	Project Compliance	Remarks
San Francisco Green Building Code: Construction and demolition debris recycling (5.103.1.3 and 4.103.2.3)	In addition to complying with Construction and Demolition Debris Recovery Ordinance, new commercial buildings of ≥25,000 square feet and new residential buildings of 4 or more occupied floors must develop a plan to divert a minimum of 75% of construction and demolition debris from landfill, and meet LEED Materials & Resources Credit 2.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply by diverting at least 75% of construction demolition debris from a landfill
Environment/Conservation Sector			
Street Tree Planting Requirements (San Francisco Public Works Code Sections 805(a) , 805(d), and 806(d))	Public Works Code Sections 805(a), 805(d), and 806(d) require projects that include new construction, significant alterations, new curb cuts, or new dwelling units to plant a 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply by providing a 24-inch box tree for every 20 feet of street frontage
Construction Site Runoff Pollution Prevention for New Construction	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems. Any project disturbing ≥5,000 square feet of ground surface is required to submit and receive approval of an Erosion and Sediment Control Plan prior to commencing any construction-related activities. The plan must be site-specific, and details the use, location, and emplacement of the sediment and erosion control devices at the project site. All construction sites, regardless of size, must implement BMP's to prevent illicit discharge into the sewer system. For more information on San Francisco's requirements, see www.sfwater.org.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply through implementation of plan and BMP's

Regulation	Requirements	Project Compliance	Remarks
Enhanced Refrigerant Management (CalGreen Chapter 5.508.1.2, and 5.508.2)	Commercial buildings must not install equipment that contains chlorofluorocarbons (CFCs) or halons. Applies to new construction and all alterations. New commercial refrigeration systems containing refrigerants with Global Warming Potential (GWP) of 150 or greater, installed in food stores with 8,000 square feet or more of refrigerated display cases, walk-in coolers or freezers connected to remote compressor units or condensing units: Piping shall meet all requirements of 5.508.2 (all sections), and shall undergo pressure testing during installation prior to evacuation and charging. System shall stand unaltered for 24 hours with no more than a one pound pressure change from 300 psig.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project would comply as no equipment would contain CFCs

Regulation	Requirements	Project Compliance	Remarks
Low-emitting Adhesives, Sealants, Caulks, Paints, Coatings, Composite wood, and Flooring (CalGreen 5.404.4 – all sections.)[2]	Adhesives, sealants, and caulks - Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives. Paints and coatings - Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints. Carpet - All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program, 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350), 3. NSF/ANSI 140 at the Gold level, 4. Scientific Certifications Systems Sustainable Choice, OR 5. California Collaborative for High Performance Schools EQ 2.2 and listed in the CHPS High Performance Product Database and carpet cushion must meet Carpet and Rug Institute Green Label, and ndoor carpet adhesive & carpet pad adhesive must not exceed 50 g/L VOC content. Composite wood - Meet CARB Air Toxics Control Measure for Composite Wood, including meeting the emission limits in CalGreen Table 5.504.4.5. Resilient flooring systems - For 80% of floor area receiving resilient flooring, install resilient flooring complying with: 1. Certified under the Resilient Floor Covering Institute (RFCI) FloorScore program, 2. Compliant with the VOC-emission limits and testing requirements of California Department of Public Health 2010 Standard Method for the Testing and Evaluation Chambers v.1.1, 3. Compliant with the Collaborative for High Performance Schools (CHPS) EQ2.2 and listed in the CHPS High Performance Product Database, OR 4. Certified under the Greenguard Children & Schools Program to comply with California Department of Public Health criteria.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Would comply due to LEED Silver or equivalent rating

[2] While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

Regulation	Requirements	Project Compliance	Remarks
Low-emitting Adhesives, Sealants, Caulks, Paints, Coatings, Composite wood, and Flooring (CalGreen 4.503 - all sections.)	Interior paints and coatings: Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints. See CalGreen Table 4.504.3 for details. Aerosol paints and coatings - Meet BAAQMD VOC limits (Regulation 8, Rule 49) and Product-Weighted MIR Limits for Reactive Organic Compound. (CCR Title 17, Section 94520) Caulks, Construction adhesives, and Sealants - Meet SCAQMD Rule 1168. See CalGreen Tables 4.504.1 and 4.504.2 Composite Wood - Meet California Air Resources Board Airborne Toxic Control Measure formaldehyde limits for composite wood. See CalGreen Table 4.504.5		
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3; CalGreen 4.503.1 and 5.503.1)	Bans the installation of wood burning fire places (except those that are designed for food preparation in new or existing restaurants or bakeries) except for direct-vent or sealed combustion units compliant with EPA Phase II limits (CalGreen 4.503.1 and 5.503.1) and at least one of the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Would comply due to LEED Silver or equivalent rating

Appendix B2: SF Dept. of Recreation and Parks GHG Checklist

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Compliance Checklist
Greenhouse Gas Analysis

A. GENERAL PROJECT INFORMATION:

Instructions: Complete Sections A and B, below. Generally, only projects within the City and County of San Francisco can apply for a determination of consistency with the GHG Reduction Strategy.

Date: May 11, 2016

Project name: India Basin Mixed-Use and Park Development

Case No: 2014-002541ENV

Project address and block and lot: 700 Innes Avenue & 900 Innes Avenue; 4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011; 4631/Lots 001, 002; 4620/Lots 001, 002; 4607/Lots 025, 024; 4596/Lot 026; 4597/Lot 026; 4606/Lots 026, 100; 4621/016, 018, 021, 100, 101; 4630/005, 007, 100; 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013; 4630/002; 4629A/010, 011; 4646/001, 002, 003, 003A, 019, 020; 4629A/012, 013, 003, 004, 005, 006; 4622/007, 008, 016, 017, 018, 019, 012, 013; 4605/010,011,012,013,014,015,016,017,018,019; 4645/Lots 014, 015

EP planner: Brett Bollinger

Brief Project description: As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their parcels along the India Basin shoreline of San Francisco Bay (herein referred to collectively as the proposed projects). The two proposed projects would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

The Build Inc project would develop 17.12 acres of privately owned land, plus 5.94 acres of developed and undeveloped public rights-of-way in a phased development of residential; retail; commercial; office; research and development/laboratory and clinical care space; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered: the proposed Residential Project (residential-mixed use development); and the Maximum Commercial Variant (with fewer dwelling units and more commercial development than the Residential Project).

The RPD project would entail improvements to 14.2 acres of publicly owned parcels along the shoreline, plus 1.58 acres of unimproved paper streets (roadways that appear on maps but have not been built), to create a publicly accessible network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway—a portion of the San Francisco Bay Trail (Bay Trail) that will connect China Basin to Candlestick Point—and would provide pedestrian and bicycle connections to and along the shoreline.

B. COMPLIANCE CHECKLIST TABLE

Complete and attach to this form the appropriate compliance table by determining project compliance with the identified regulations and providing project-level details in the discussion column. Please note that Table 1 applies to Private Development Projects, Table 2 applies to Municipal Projects, and Table 3 is for plan-level analysis. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco's qualified GHG reduction strategy.

Compliance Checklist Table attached:

☐ Table 1. Private Development

☒ Table 2. Municipal Project

☐ Table 3. Area Plan for _____
(specify area)

C. DETERMINATION OF COMPLIANCE WITH CITY'S GHG REDUCTION STRATEGY

☒ Project Complies with San Francisco's *Strategies to Address Greenhouse Gas Emissions*

Project Notes:

☐ Project Does Not Comply

Planner Name: Brett Bollinger **Date of Determination:** 5/11/2016

SAN FRANCISCO
PLANNING DEPARTMENT

Compliance Checklist Table for Greenhouse Gas Analysis:
Table 2. Municipal Projects

A. GENERAL PROJECT INFORMATION:

Date: May 11, 2016

Project name: India Basin Mixed-Use and Park Development

Case No: 2014-002541ENV

Project address and block and lot: 700 Innes Avenue & 900 Innes Avenue; 4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011; 4631/Lots 001, 002; 4620/Lots 001, 002; 4607/Lots 025, 024; 4596/Lot 026; 4597/Lot 026; 4606/Lots 026, 100; 4621/016, 018, 021, 100, 101; 4630/005, 007, 100; 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013; 4630/002; 4629A/010, 011; 4646/001, 002, 003, 003A, 019, 020; 4629A/012, 013, 003, 004, 005, 006; 4622/007, 008, 016, 017, 018, 019, 012, 013; 4605/010,011,012,013,014,015,016,017,018,019; 4645/Lots 014, 015

Standard to be met (Select one)[1]: LEED Gold

Compliance Checklist Prepared By: Nicole Avril **Date:** 05/11/2016

Brief Project Description:

As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their parcels along the India Basin shoreline of San Francisco Bay (herein referred to collectively as the proposed projects). The two proposed projects would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

The Build Inc project would develop 17.12 acres of privately owned land, plus 5.94 acres of developed and undeveloped public rights-of-way in a phased development of residential; retail; commercial; office; research and development/laboratory and clinical care space; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered: the proposed Residential Project (residential-mixed use development); and the Maximum

[1] Refers to the standard to be met per the San Francisco Green Building Code. See http://sfdbi.org/administrative-bulletins for latest "AB-093" to determine which standard your project is required to meet, if applicable.

Commercial Variant (with fewer dwelling units and more commercial development than the Residential Project).

The RPD project would entail improvements to 14.2 acres of publicly owned parcels along the shoreline, plus 1.58 acres of unimproved paper streets (roadways that appear on maps but have not been built), to create a publicly accessible network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway—a portion of the San Francisco Bay Trail (Bay Trail) that will connect China Basin to Candlestick Point—and would provide pedestrian and bicycle connections to and along the shoreline.

B. COMPLIANCE CHECKLIST TABLE

Instructions: Complete the following table by determining project compliance with the identified adopted regulations and providing project-level details in the "Remarks" column. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco's qualified GHG reduction strategy, although compliance with most ordinance/regulations is not optional. (Continued on next page)

Table 2. Regulations Applicable to Municipal Projects

Regulation	Requirement	Project Compliance	Remarks
Transportation sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 427)	City employees are eligible for pre-tax commuter benefits for transit and vanpool expenses.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	All RPD employees are eligible to enroll in the CCSF pre-tax commuter benefits program.
Emergency Ride Home Program	All City employees are automatically enrolled in the San Francisco Emergency Ride Home program.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD conforms with San Francisco Emergency Ride Home program for City employees.
Healthy Air and Clean Transportation Ordinance, Section 403 (San Francisco Environment	Requires all City officers, boards, commissions and department heads responsible for departments that require transportation to fulfill their official duties to reduce the Municipal Fleet by implementing Transit First policies by: (A) maximizing the use of public transit, including taxis, vanpools, and car-sharing; (B) facilitating travel by bicycle, or on foot; and, (C) minimizing the use of single-occupancy motor vehicles, for travel required in the performance of public duties.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The RPD Commission and Department head abide by Healthy Air and Clean Transportation Ordinance, Section 403 and fulfill their official duties to reduce the Municipal Fleet by implementing Transit First policies.

Regulation	Requirement	Project Compliance	Remarks
Healthy Air and Clean Transportation Ordinance (San Francisco Environment Code, Chapter 4, Section 403)	Requires the reduction of the number of passenger vehicles and light-duty trucks in the Municipal Fleet. In addition, requires new purchases or leases of passenger vehicles and light-duty trucks to be the cleanest and most efficient vehicles available on the market.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD abides by the Healthy Air and Clean Transportation Ordinance, Section 403 by endeavoring to reduce the number of passenger vehicles and light-duty trucks in the Municipal Fleet and requires new purchases or leases of passenger vehicles and light-duty trucks to be the cleanest and most efficient vehicles available on the market.
Biodiesel for Municipal Fleets (Executive Directive 06-02)	Requires all diesel using City Departments to begin using biodiesel (B20). Sets goals for all diesel equipment to be run on biodiesel by 2007 and goals for increasing biodiesel blends to B100.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD abides by Executive Directive 06-02 and requires the use of biodiesel for municipal fleets.
Clean Construction Ordinance (San Francisco Administrative Code, Section 6.25)	Effective March 2009, all contracts for large (20+ day) City projects are required to: •Fuel diesel vehicles with B20 biodiesel, and •Use construction equipment that meet USEPA Tier 2 standards or best available control technologies for equipment over 25 hp.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD abides by the Clean Construction Ordinance (San Francisco Administrative Code, Section 6.25).
Bicycle Parking, Showers, and Lockers for City-Owned and Leased Properties (San Francisco Planning Code, Section 155.1-155.4)	Requires bicycle facilities for City-Owned and Leased Properties. Refer to Section 155.2 and 155.3 for requirements by use. Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater. May meet LEED SS 4.2.(CalGreen 5.106.4)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD: would provide adequate Class 2 parking and adequate Class 1 parking where possible, RPD will seek a variance when building type or size constraints limit amount of Class 1 parking available, e.g. historic structures.

Regulation	Requirement	Project Compliance	Remarks
Tenant Bicycle Parking in Existing Commercial Buildings Ordinance (San Francisco Environment Code, Chapter 4, Section 402)	The San Francisco Tenant Bicycle Parking in Existing Commercial Buildings Ordinance requires commercial property owners to: (A) Allow tenants to bring their bicycles to their leased space, or (B) Provide secure bicycle parking on-site, or (C) Provide no-cost off-site bike parking access for tenants within 750 feet of the building	☐ Project Complies ☒ Not Applicable ☐ Project Does Not Comply	N/A: The expanded India Basin Shoreline Park does not include existing commercial buildings.
Transportation Management Programs (San Francisco Planning Code, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's Eastern Neighborhoods and South of Market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	☐ Project Complies ☒ Not Applicable ☐ Project Does Not Comply	N/A: The expanded India Basin Shoreline Park would not include buildings >25,000 sf, therefore this item is not applicable
Energy Efficiency Sector			
Green Building Requirements for City Buildings: Indoor Water Use Reduction (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying a minimum 30 percent reduction in the use of indoor potable water, as calculated to meet and achieve LEED credit WE3. (Sec. 706)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD will supply the LEED Project Administrator with the necessary information to submit documentation verifying a minimum 30 percent reduction in the use of indoor potable water, as calculated to meet and achieve LEED credit WE3.
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	All municipal new construction and major alteration projects over 5000 square feet must achieve at a minimum LEED® Gold certification. (Sec. 705). As part of the LEED Gold certification requirement, all projects must achieve San Francisco-Specific LEED Credit Requirements for Municipal Construction Projects (Sec. 706). See SFDBI AB-093 Attachment C-8.	☐ Project Complies ☒ Not Applicable ☐ Project Does Not Comply	N/A: The India Basin Shoreline Park expansion does not include new construction or major alteration over 5,000 square feet.

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Energy Efficient Lighting Retrofit Requirements. (San Francisco Environment Code, Chapter 7)	These requirements (or those in the CCR Title 24, Part 6, or subsequent State standards, whichever are more stringent) shall apply in all cases except those in which a City department is not responsible for maintenance of light fixtures or exit signs. (Sec. 710) Exit Signs; At the time of installation or replacement of broken or non-functional exit signs, all exit signs shall be replaced with light-emitting diode (L.E.D.)-type signs. Edge-lit compact fluorescent signs may be used as replacements for existing edge-lit incandescent exit signs. Fluorescent Fixtures - Mercury Content. The mercury content of each 4-foot or 8-foot fluorescent lamp ("tube" or "bulb") installed in a luminaire shall not exceed 5 mg for each 4-foot fluorescent lamp, or 10 mg for each 8-foot fluorescent lamp. Fluorescent Fixtures - Energy Efficiency. The lamp and ballast system in each luminaire that utilizes one or more 4-foot or 8-foot linear fluorescent lamps to provide illumination in a City-Owned Facility must meet the specified requirements. Exterior Light Fixtures. At the time of installation or replacement of broken or non-functional exterior light fixtures, a photocell or automatic timer shall be installed to prevent lights from operating during daylight hours.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD will comply with all Green Building Requirements for Energy Efficient Lighting (per San Francisco Environment Code, Chapter 7 or those in the CCR Title 24, Part 6, or subsequent State standards, whichever are more stringent) including those for exit signs, fluorescent fixtures, and exterior light fixtures.
Green Building Requirements for City Buildings: Energy Performance (San Francisco Environment Code, Chapter 7)	Varies depending on the use and size of project. Refer to San Francisco Department of Building Inspection Administrative Bulletin 093, Attachment H for applicability.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD will comply with all Green Building Requirements for Energy Performance (per San Francisco Environment Code, Chapter 7).

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Renewable Energy (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall confer with SFPUC on renewable energy opportunities for municipal construction projects. The LEED Project Administrator shall submit documentation verifying that either: (A) At least 1 percent of the building's energy costs are offset by on-site renewable energy generation, achieving LEED credit A 2, including any combination of: photovoltaic, solar thermal, wind, biofuel-based electrical systems, geothermal heating, geothermal electric, wave, tidal, or low impact hydroelectric systems, or as specified in Section 25741 of the California Public Resources Code; or, (B) In addition to meeting LEED prerequisite EA 1 Energy performance requirement, achieve a 10 percent compliance margin over Title 24, Part 6, 2013 California Energy Standards. (Sec. 706)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD will comply with all Green Building Requirements for Renewable Energy (per San Francisco Environment Code, Chapter 7), and will supply the LEED Project Administrator with the necessary information to submit documentation verifying that at least 1 percent of the building's energy costs are offset by on-site renewable energy generation, achieving LEED credit A 2, including any combination of: photovoltaic, solar thermal, wind, biofuel-based electrical systems, geothermal heating, geothermal electric, wave, tidal, or low impact hydroelectric systems, or as specified in Section 25741 of the California Public Resources Code; or, (B) In addition to meeting LEED prerequisite EA 1 Energy performance requirement, achieve a 10 percent compliance margin over Title 24, Part 6, 2013 California Energy Standards. (Sec. 706).

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Commissioning (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying that the facility has been or will meet the criteria necessary to achieve LEED credit EA 3.0 (Enhanced Commissioning), in addition to LEED prerequisite EAp1 (Fundamental Commissioning of Building Energy Systems.) (Sec. 706)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD will comply with all Green Building Requirements for Renewable Energy (per San Francisco Environment Code, Chapter 7), and will supply the LEED Project Administrator with the necessary information to submit documentation verifying that the facility has been or will meet the criteria necessary to achieve LEED credit EA 3.0 (Enhanced Commissioning), in addition to LEED prerequisite EAp1 (Fundamental Commissioning of Building Energy Systems.) (Sec. 706)
Waste Reduction Sector			
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	The ordinance requires all construction and/or demolition projects at City-owned facilities and City leaseholds to prepare a Construction and Demolition Debris Management Plan that demonstrates how a minimum of 75% of the material will be diverted from the landfill. The Plan must be approved prior to commencement of the project. Monthly project summaries as well as a final report are required.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD waste diversion plan would be submitted to Department of the Environment and would meet minimum diversion requirements, therefore this project would comply.
Green Building Requirements for City Buildings: Recycling (San Francisco Environment Code, Chapter 7, Sec. 707)	Requires all City departments have adequate, accessible, and convenient recycling, composting and trash areas (interior and exterior) and that these areas are integrated into the design and provided within City-owned facilities and leaseholds. Recycling and composting must be equally convenient as trash. Collection containers must be easily accessible by collection vehicles.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would provide separate bins throughout project, therefore the project would comply with this ordinance

Regulation	Requirement	Project Compliance	Remarks
Construction and Demolition Debris Recovery Ordinance. (San Francisco Environment Code Chapter 14)	Requires mixed construction and demolition (C&D) debris material in San Francisco to be hauled by a Registered Transporter to a Registered Facility where the material will be processed for recovery from landfill. C&D material can also be source separated at the job site for reuse or recycling. Any full demolition must submit a Demolition Debris Recovery Plan to the Department of the Environment for approval before the Department of Building Inspection will issue a permit.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD waste diversion plan would be submitted to Department of the Environment and would meet minimum diversion requirements, therefore this project would comply.
Resource Conservation Ordinance (San Francisco Environment Code, Chapter 5)	This ordinance establishes a goal for each City department to (i) maximize purchases of recycled products and (ii) divert from disposal as much solid waste as possible and appoint at least one person responsible for compliance with the chapter. Each City department shall prepare a Waste Assessment annually. The ordinance requires janitorial contracts to consolidate recyclable materials for pick up. Lastly, the ordinance requires departments to specify the purchase of 30% post-consumer recycled content for all paper products except copier and bond paper. Pursuant to section 506 (a) (3), executive directive 08-02 increased the amount of post-consumer recycled content required for copier and bond paper from 30% to 100%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with resource Conservation Ordinance (San Francisco Environment Code, Chapter 5) and (i) maximize purchases of recycled products and (ii) divert from disposal as much solid waste as possible and appoint at least one person responsible for compliance with the chapter. It will also prepare a Waste Assessment annually. and requires janitorial contracts to consolidate recyclable materials for pick up. RPD will also specify the purchase of 30% post-consumer recycled content for all paper products except copier and bond paper.
Resource Conservation Ordinance (San Francisco Environment Code, Chapter 5)	Sec. 509 Non-PVC Plastics. This ordinance requires non-PVC plastics to be specified in city purchasing and construction projects. Sec. 513 Penalty	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with resource Conservation Ordinance (San Francisco Environment Code, Chapter 5) and require that non-PVC plastics to be specified in city purchasing and construction projects.

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Recycling (San Francisco Environment Code, Chapter 7)	All City departments are required to recycle used fluorescent and other mercury containing lamps, batteries, and universal waste as defined by California Code of Regulations Section 66261.9. (SF Env Code Sec 707)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would recycle any mercury-containing waste and would therefore comply with this regulation.
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to properly separate their refuse into recyclables, compostables and trash, and requires that the level of service for each facility is sufficient to contain all refuse types generated.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with this mandatory recycling and composting ordinance as part of the project.
Construction Recycled Content Ordinance (San Francisco Administrative Code, Section 6.4)	Ordinance requires the use of recycled content material in public works projects to the maximum extent feasible and gives preference to local manufacturers and industry.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with Construction Recycled Content Ordinance (San Francisco Administrative Code, Section 6.4) and requires the use of recycled content material in public works projects to the maximum extent feasible and gives preference to local manufacturers and industry.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply or seek a variance based on park design.

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Enhanced Refrigerant Management (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying that the project will reduce ozone depletion, while minimizing direct contribution to climate change, achieving LEED credit EA 4. (Sec. 706)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with Green Building Requirements for Enhanced Refrigerant Management (per San Francisco Environment Code, Chapter 7) and will supply the LEED Project Administrator with the necessary information to submit documentation verifying that the project will reduce ozone depletion, while minimizing direct contribution to climate change, achieving LEED credit EA 4. (Sec. 706)

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Low Emitting Materials (San Francisco Environment Code, Chapter 7)(Sec. 706)	The LEED Project Administrator shall submit documentation verifying that the project is using low-emitting materials, subject to onsite verification, achieving LEED credits EQ 4.1. EQ 4.2. EQ 4.3. and EQ 4.4 wherever applicable: (A) Adhesives, sealants and sealant primers shall achieve LEED credit EQ 4.1. including compliance with South Coast Air Quality Management District (SCAQMD) Rule 1168. (B) Interior paints and coatings applied on-site shall achieve LEED credit EQ 4.2. including: (i) Architectural paints and coatings shall meet the VOC content limits of Green Seal Standard GS-11. (ii) Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates shall not exceed the VOC content limit of Green Seal Standard GC-03 of 250 g/L. (iii) Clear wood finishes, floor coatings, stains, primers, and shellacs applied to interior elements shall not exceed SCAQMD Rule 1113 VOC content limits. (C) Flooring systems shall achieve LEED credit EQ 4.3 Option 1. including: (i) Interior carpet shall meet the testing and product requirements of the Carpet and Rug Institute Green Label Plus program. (ii) Interior carpet cushioning shall meet the requirements of the carpet and Rug Institute Green Label Program. (iii) Hard surface flooring, including linoleum, laminate flooring, wood flooring, ceramic flooring, rubber flooring, and wall base shall be certified as compliant with the FloorScore standard, provided, However, that 100 percent reused or 100 percent post-consumer recycled hard surface flooring may be exempted from this LEED credit EQ 4.3 requirement. Projects exercising this exemption for hard surface flooring shall otherwise be eligible (or LEED credit EQ 4.3. (D) Interior composite wood and agrifiber products shall achieve LEED credit EQ 4.4 by containing no added urea formaldehyde resins. Interior and exterior hardwood plywood, particleboard, and medium density fiberboard composite wood products shall additionally meet California Air Resources Board Air Toxics Control Measure for Composite Wood (17 CCR 93120 et seq.), by or before the dates specified in those sections. (E) Project sponsors are encouraged to achieve LEED Pilot Credit 2: Persistent Bioaccumulative Toxic Chemicals Source Reduction: Dioxins and Halogenated Organic Compounds. This standard is consistent with Environment Code Chapter 5: Non-PVC Plastics.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply due to LEED Gold certification.

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	City-owned facilities and leaseholds are subject to all of the requirements of the Commercial Water Conservation Ordinance (San Francisco Green Building Code (5.103.1.2 Indoor water use reduction), including provisions requiring the replacement of non-compliant water closets and urinals on or before January 1, 2017. (Sec. 709) 1. All water closets (toilets) with a rated flush volume exceeding 1.6 gallons per flush and all urinals with a rated flush volume exceeding 1.0 gallon per flush must be replaced with high-efficiency water closets that use no more than 1.28 gallons per flush and high efficiency urinals that use no more than 0.5 gallons per flush, respectively. 2. Showerheads must use no more than 1.5 gal/ min. In addition, all showerheads in the facility having a maximum flow rate exceeding 2.5 gallons per minute must be replaced with showerheads that use no more than 1.5 gal/ min. 3. All faucets and faucet aerators in the facility with a maximum flow rate exceeding 2.2 gallons per minute are replaced with fixtures having a maximum flow rate not to exceed 0.5 gallons per minute per appropriate site conditions.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply due to LEED Gold certification.
Stormwater Management Ordinance and Construction Pollution Prevention (San Francisco Environment Code, Chapter 7)(Sec. 706)	For City sponsored projects, the LEED Project Administrator shall submit documentation verifying that a construction project that is located outside the City and County of San Francisco achieves the LEED SS6.2 credit. Construction projects located within the City and County of San Francisco shall implement the applicable stormwater management controls adopted by the San Francisco Public Utilities Commission (the "SFPUC"). All construction projects shall develop and implement construction activity pollution prevention and stormwater management controls adopted by the SFPUC, and achieve LEED prerequisite SSp1 or similar criteria adopted by the SFPUC, as applicable.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply due to LEED Gold certification.

Regulation	Requirement	Project Compliance	Remarks
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 706)	Indoor Air Quality Management Plan During Construction. The LEED Project Administrator shall submit documentation verifying that the sponsoring City department has prepared and implemented an Indoor Air Quality Management Plan that achieves LEED credit EQ 3.1.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply due to LEED Gold certification.
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 706)	IAQ Management: Before Occupancy. The LEED Project Administrator shall submit documentation verifying that the sponsoring City department has prepared and implemented an Indoor Air Quality Management Plan that achieves LEED credit EQ 3.2.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply due to LEED Gold certification.
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 706)	Indoor Chemical and Pollutant Source Control. The LEED Project Administrator shall submit documentation verifying that the project will minimize and control the entry of pollutants into buildings and later cross contamination of regularly occupied areas, achieving LEED credit EQ 5.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply due to LEED Gold certification.
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 711).	Lead Elimination: Eliminate building materials containing lead.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with the San Francisco Environment Code Chapter 7, Sec. 711 regarding Indoor Air Quality and eliminate building materials containing lead.
Environmentally Preferable Purchasing Ordinance (San Francisco Environment Code, Chapt. 2)	For certain common product categories, the ordinance mandates that City Departments purchase only products listed as “REQUIRED” on the SFApproved.org website, which is maintained by the Department of the Environment.. The items on the SFApproved website meet the most rigorous standards for protecting our health and environment.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with the Environmentally Preferable Purchasing Ordinance (San Francisco Environment Code, Chapt. 2) and purchase only products listed as “REQUIRED” on the SFApproved.org website.

Regulation	Requirement	Project Compliance	Remarks
Tropical Hardwood and Virgin Redwood Ban (San Francisco Environment Code, Chapter 8)	The ordinance prohibits City departments from procuring, or engaging in contracts that would use the ordinance-listed tropical hardwoods and virgin redwood.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with the Tropical Hardwood and Virgin Redwood Ban (San Francisco Environment Code, Chapter 8).
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3)	Bans the installation of wood burning fire places except for the following: •Pellet-fueled wood heater •EPA approved wood heater •Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with the Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3).
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires: •All diesel generators to be registered with the Department of Public Health •All new diesel generators must be equipped with the best available air emissions control technology.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with the Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30).
Arsenic-Treated Wood Ordinance (San Francisco Environment Code, Chapt. 13)	For City departments, prohibits the use of arsenic-treated wood for most applications, with the exception of seawater immersion. Details can be found at SFApproved.org/wood	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	RPD would comply with the Arsenic-Treated Wood Ordinance (San Francisco Environment Code, Chapt. 13).

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting

Date:	June 1, 2016
Case No.:	**2014-002541ENV**
Project Title:	**India Basin Mixed-use Project, which entails the 700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space locations**
Zoning:	P Use District M-1 Use District NC-2 Use District *OS* Height and Bulk District *40-X* Height and Bulk District
Block/Lot:	4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011 4631/Lots 001, 002 4620/Lots 001, 002 4607/Lots 025, 024 4596/Lot 026 4597/Lot 026 4606/Lots 026, 100 4621/016, 018, 021, 100, 101 4630/005, 007, 100 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013 4630/002 4629A/010, 011 4646/001, 002, 003, 003A, 019, 020 4629A/012, 013, 003, 004, 005, 006 4622/007, 008, 016, 017, 018, 019, 012, 013 4605/010,011,012,013,014,015,016,017,018,019 4645/Lots 014, 015
Lot Size:	38.84 acres (1,691,870 square feet)
Project Sponsors	Courtney Pash, Build Inc. (415) 551-7626 or Courtney@bldsf.com Nicole Avril, San Francisco Recreation and Parks Department (415) 305-8438 or Nicole.Avril@sfgov.org
Lead Agency:	San Francisco Planning Department
Staff Contact:	Brett Bollinger—(415) 575-9024 Brett.Bollinger@sfgov.org

PROJECT DESCRIPTION

As co-project sponsors, Build Inc and the San Francisco Recreation and Parks Department (RPD) propose to redevelop their respective adjacent parcels along the India Basin shoreline of San Francisco Bay. The project would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

Build Inc would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential; retail; commercial; office; research and development/laboratory and clinical carespace; institutional; flex space; and recreational and art uses. Two Build Inc project options are being considered for the 700 Innes property: the proposed residential project (a residential-focused mixed-use development including approximately 1,240 dwelling units and 275,330 gross square feet (gsf) of ground-floor retail, commercial, or flex space); and the maximum commercial variant (with up to approximately 1,000,000 gsf of commercial/institutional uses and 500 dwelling units). The proposed development at 700 Innes would include residential units and commercial uses (including retail, office, R&D, laboratory and clinical care, and institutional), parking, and a shoreline network of publicly accessible open space.

As part of the proposed project and proposed project variant, RPD would improve 14.2 acres of publicly owned parcels along the shoreline plus 1.58 acres of unimproved paper streets to create a publicly accessible network of new and/or improved parkland and open space. All of the project-related RPD properties (i.e., 900 Innes, India Basin Shoreline Park, India Basin Open Space) would be enhanced for park and open space use and would be combined to create a network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway/Bay Trail and would provide pedestrian and bicycle connections to and along the shoreline, fronting the San Francisco Bay.

On the 900 Inness property, RPD would replace two existing piers with an approximately 15-feet-wide and 150-feet-long pier and an approximately 20-feet-wide and 100-feet-long piers. An eroded marine by-way would also be replaced. The piers would be solely for pedestrian access. On the India Basin Shoreline Park property, RPD would construct an approximately 20-feet-wide and 600-feet-long pier to be used as a boat launch for hand-powered boats and a dock that is approximately 125-feet-wide and 225-feet-long as well as replace the riprap edge with tidal wetlands. Finally, on the India Basin Open Space property, Build would construct an approximately 20-foot-wide and 250-feet-long pier to be used as a boat launch for hand-powered boats, remove an existing pier located on the northeast corner of the project site, and replace the riprap edge with tidal wetlands.

ENVIRONMENTAL REVIEW TOPICS

The two project options, the proposed project and variant, could result in potentially significant environmental impacts. The San Francisco Planning Department (Planning Department) will prepare a draft environmental impact report (EIR) to evaluate the potential physical environmental impacts of the proposed project and variant. As required by the California Environmental Quality Act (CEQA), the EIR will analyze those potential impacts, identify mitigation measures, and indicate whether the

proposed mitigation measures would reduce potentially significant environmental impacts to a less-than-significant level. The EIR also will evaluate a no project alternative, which will assume that no changes would occur to affect existing conditions at the project site; and additional project alternatives that potentially could reduce or avoid any significant environmental impacts associated with the proposed project and variant. As part of the review process under CEQA, the Planning Department will convene a public scoping meeting at which public comments will be solicited on the issues to be covered in the EIR.

This notice provides a summary description of the proposed project and variant; identifies environmental issues anticipated to be analyzed in the EIR; and provides the time, date, and location of the public scoping meeting. The comments received during the public scoping process will be considered during preparation of the EIR.

On the basis of the Initial Study prepared for the proposed project and variant, topics for which there are effects that have been determined to be potentially significant and will be further analyzed in the EIR include: cultural resources, transportation and circulation; noise; air quality; wind and shadow; recreation; utilities and service systems; public services; biological resources; hydrology and water quality; and hazards and hazardous materials. These topics that will be further analyzed in the EIR are described below. Impacts in other topical areas have been determined to be: not applicable, no impact, or less than significant and will not be evaluated in the EIR. These topics include: land use, aesthetics, population and housing, geology and soils, greenhouse gas emissions, mineral and energy resources, and agricultural and forest resources.

Cultural Resources

The Shipwright's Cottage (900 Innes), the 702 Earl Street building, and other extant buildings and structures associated with the project site's historic boatyards are considered potential historical resources for purposes of CEQA review. The proposed project and variant would retain and restore the Shipwright's Cottage building, move the 702 Earl Street building closer to the shoreline, and demolish other buildings. A Historic Resource Evaluation (HRE) report will be prepared by a qualified consultant, to analyze the historic significance of all age-eligible buildings and the potential impacts of the proposed project and variant according to the Secretary of the Interior's Standards for Rehabilitation. The Planning Department will prepare a Historic Resource Evaluation Response (HRER) based on the HRE, and will determine whether the proposed project and variant would cause any potential impacts on historic resources. The EIR will summarize the results of the HRE and HRER, describe the potential historical resources on the project site, and identify potential impacts on historic resources. The potential impacts on subsurface archaeological resources and paleontological resources also will be analyzed in the EIR.

Transportation and Circulation

The proposed project and variant would generate new traffic to and from the project site and would increase transit ridership, pedestrian and bicycle activity, and parking and loading demand. A Transportation Impact Study will be prepared for the proposed project and variant, in accordance with the Planning Department's Transportation Guidelines for Environmental Review (October 2002). The

study will include an analysis of specific transportation impacts and mitigation measures associated with the proposed circulation scheme and project construction activities. The EIR will summarize the findings of the study. The EIR impact analysis also will analyze transit conditions, pedestrian and bicycle conditions, and freight loading, and will discuss parking conditions. Furthermore, the EIR transportation analysis will evaluate cumulative impacts of anticipated development, transit, and streetscape improvements in the Bayview Hunters Point Area Plan, the Candlestick-Hunters Point Shipyard Development project, and along Innes Avenue.

Noise

Noise will include analysis of noise compatibility standards for residential, commercial, institutional, and recreational uses, and will discuss the potential long-term impacts of noise and groundborne vibration that could result from the proposed project and variant. Potential short-term construction-related noise impacts also will be described, and the analysis will evaluate the potential for project-generated noise to affect nearby sensitive land uses for the proposed project and variant.

Air Quality

Air Quality will include analysis of proposed project and variant consistency with applicable air quality plans and standards, potential for the proposed project and variant to result in criteria air pollutants and other toxic air contaminants (TACs) that may affect sensitive populations, and potential for the proposed project and variant to result in sources of odor. The air quality analysis will include quantification of both construction and operational air pollutant emissions and will evaluate potential health risk impacts from emissions of TACs during project construction and operation, including effects of nearby sources of TACs on project residents.

Wind and Shadow

Wind and Shadow will include an evaluation of the potential for the proposed project and variant to result in wind and shadow impacts on nearby sidewalks, parks, and open space, including those that are privately owned but publicly accessible, those under the jurisdiction of the San Francisco Recreation and Park Commission, and those owned by other public agencies. A preliminary shadow fan analysis found that the proposed project and variant could cast shadows on the India Basin Open Space parcel in late winter afternoons. Further analysis will be undertaken to confirm or refute the preliminary conclusions, for compliance with Sections 295 of the San Francisco Planning Code.

Recreation

Recreation will include an analysis of whether the proposed project and variant potentially could affect existing parks and open space, and whether proposed parks, open space, and associated uses could result in potential impacts on the environment.

Utilities and Service Systems

Utilities and Service Systems will include analysis of the adequacy of the water and sewer infrastructure to provide both potable water and wastewater treatment, and will discuss disposal of solid waste that may be generated by the proposed project and variant. This discussion also will include an assessment of whether the proposed project and ject variant would require construction of new water, wastewater

treatment, and/or stormwater drainage facilities, and if so, whether that construction potentially could result in impacts on the environment.

Public Services

Public Services will include analysis of whether existing public services (e.g., schools, police, and fire protection) potentially could be affected by the proposed project and variant. The analysis will determine whether implementation of the proposed project or variant would result in an inability of service providers to maintain adequate levels of service and/or a need for new or expanded facilities.

Biological Resources

Biological Resources will include an analysis of any potential impacts the proposed project and variant may have on important biological resources or habitats, including impacts on trees, wetlands, San Francisco Bay, or the movement of any native resident or migratory bird species.

Hydrology and Water Quality

Hydrology and Water Quality will assess the potential for the proposed project and variant to violate water quality standards or waste discharge requirements, or result in impacts on groundwater supplies. The analysis also will consider the degree to which the proposed project and variant could potentially affect drainage patterns or create water runoff that could impact stormwater drainage systems. Furthermore, the analysis will consider the potential of the proposed project and variant to construct housing within a flood hazard area.

Hazards and Hazardous Materials

Hazards and Hazardous Materials will assess the potential for the proposed project and variant to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The analysis also will consider whether the project site is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. Furthermore, the analysis will assess whether the proposed project or variant would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Other CEQA Issues

The EIR analysis will identify feasible mitigation measures, intended to lessen or reduce potentially significant environmental impacts of the proposed project and variant. Pursuant to CEQA and the State CEQA Guidelines, the EIR also will analyze a range of alternatives to reduce or avoid the potentially significant environmental impacts identified in the EIR, including a no project alternative, as described in Section 15126.6 of the State CEQA Guidelines.

Other topics for analysis required by CEQA—including growth-inducing impacts; significant unavoidable impacts; significant irreversible impacts; any known controversy associated with environmental effects, mitigation measures, or alternatives; and issues to be resolved by the decision-makers—also will be addressed.

FINDING

The proposed project or variant may have a significant effect on the environment, and an EIR will be prepared. This determination is based on the criteria of the State CEQA Guidelines, Sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR will be to provide information about potential significant physical environmental impacts of the proposed project and variant, identify possible ways to minimize the potentially significant impacts, and describe and analyze possible alternatives to the proposed project and variant. Publication of a Notice of Preparation, Initial Study or EIR does not indicate a decision by the City to approve or disapprove a proposed project. However, before making any such decision, the decision makers must review and consider the EIR.

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on June 16, 2016 at 5:00pm at Alex L. Pitcher, Jr. Community Room, 1800 Oakdale Ave, San Francisco, CA 94124**.** To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5:00 p.m. on July 1, 2016. Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the Planning Commission or the Planning Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public document.

June 1, 2016
Date

Sarah Jones
Environmental Review Officer

SAN FRANCISCO
PLANNING DEPARTMENT

PUBLIC NOTICE
Availability of Notice of Preparation of Environmental Impact Report

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date:	June 1, 2016
Case No.:	**2014-002541ENV**
Project Title:	**India Basin Mixed-use Project, which entails the 700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space locations**
Zoning:	P Use District M-1 Use District NC-2 Use District *OS* Height and Bulk District *40-X* Height and Bulk District
Block/Lot:	4644/001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011; 4631/001, 002; 4620/001, 002; 4607/025, 024; 4596/026 4597/Lot 026; 4606/026, 100; 4621/016, 018, 021, 100, 101; 4630/005, 007, 100 4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013 4630/002; 4629A/010, 011; 4646/001, 002, 003, 003A, 019, 020 4629A/012, 013, 003, 004, 005, 006; 4622/007, 008, 016, 017, 018, 019, 012, 013 4605/010,011,012,013,014,015,016,017,018,019; 4645/Lots 014, 015
Project Sponsors:	Courtney Pash, Build Inc. (415) 551-7626 or Courtney@bldsf.com Nicole Avril, San Francisco Recreation and Parks Department (415) 305-8438 or Nicole.Avril@sfgov.org
Staff Contact:	Brett Bollinger – (415) 575-9024 brett.bollinger@sfgov.org

A notice of preparation (NOP) of an environmental impact report (EIR) has been prepared by the San Francisco Planning Department in connection with this project. The report is available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (http://www.sf-planning.org/sfceqadocs). CDs and paper copies are also available at the Planning Information Center (PIC) counter on the first floor of 1660 Mission Street, San Francisco. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street (Call (415) 575-9024).

Project Description: The project would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco.

The project at 700 Innes Ave would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential, retail; commercial, office, research and development/laboratory and clinical carespace, institutional, flex space, recreational and art uses, parking, and a shoreline network of publicly accessible open space. Two project options are being

considered for the 700 Innes Avenue property: the proposed residential project "proposed project" (a residential-focused mixed-use development including approximately 1,240 dwelling units and 275,330 gross square feet (gsf) of ground-floor retail, commercial, or flex space); and the maximum commercial variant "project variant" (with up to approximately 1,000,000 gsf of commercial/institutional uses and 500 dwelling units).

As part of the proposed project and proposed project variant, the project at 900 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space would comprise of the improvement of 14.2 acres of publicly owned parcels along the shoreline plus 1.58 acres of unimproved paper streets to create a publicly accessible network of new and/or improved parkland and open space. The 900 Inness Avenue properties would be enhanced for park and open space use and would be combined to create a network of new and/or improved parkland and open space. This new shoreline network would extend the Blue Greenway/Bay Trail and would provide pedestrian and bicycle connections to and along the shoreline, fronting the San Francisco Bay.

The Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The Planning Department will hold a **PUBLIC SCOPING MEETING** on June 16, 2016 at 5:00pm at Alex L. Pitcher, Jr. Community Room, 1800 Oakdale Ave, San Francisco, CA 94124. The purpose of this meeting is to receive oral comments to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will also be accepted until 5:00 p.m. on **July 1, 2016.** Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street. (Call (415) 575-9024).

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact **Brett Bollinger** at **(415) 575-9024**.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

June 29, 2016

Ms. Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: India Basin Mixed-use Project Notice of Preparation of Environmental Impact Report

Dear Ms. Jones:

Thank you for the opportunity to comment on the India Basin Mixed-use project (Project). The Project would consist of residential units and commercial uses (including retail, office, R&D, laboratory and clinical care, and institutional), parking, and a shoreline network of publicly accessible open space. The proposed project and variant would include a network of new pedestrian pathways and Class I and II bicycle lanes, to enable a continuous Blue Greenway/Bay Trail as well as multiple points of access between the 700 Innes, 900 Innes, India Basin Open Space, and India Basin Shoreline Park properties. The proposed project and variant also would enable continuous access to the future Northside Park, which will be part of the Candlestick-Hunters Point Shipyard project, immediately to the east.

The Project would also include an approximately 20-foot-wide and 600-foot-long pier to be used as a boat launch for hand-powered boats and a dock that is approximately 125-feet-wide and 225-feet-long. The project would also replace the riprap edge with tidal wetlands. Finally, on the India Basin Open Space property, the Project would include an approximately 20-foot-wide and 250-foot-long pier to be used as a boat launch for hand-powered boats, removal of an existing pier located on the northeast corner of the project site, and replacement the riprap edge with tidal wetlands.

Background

The Bay Trail is a planned 500-mile walking and cycling trail around the entire San Francisco Bay, running through all nine Bay Area counties and 47 cities. 350 miles are complete and in use today. Two main goals of the Bay Trail Project are to locate the trail as close as possible to the shoreline, and to provide a fully separated, multi-use bicycle/pedestrian facility. The Bay Trail in San Francisco is 30 miles long, with 17 miles complete. The majority of the incomplete

segments are located south of the Oakland-San Francisco Bay Bridge. The redevelopment of India Basin represents a phenomenal opportunity to provide these historically park/open space-poor neighborhoods with high-quality waterfront access, and we are excited to welcome these new segments into the regional San Francisco Bay Trail.

The San Francisco Bay Area Water Trail is a multi-agency program currently being implemented by the Coastal Conservancy with project partners at the Association of Bay Area Governments (ABAG), the San Francisco Bay Conservation and Development Commission (BCDC) and the State Division of Boating and Waterways, as well as an advisory committee representing a broad range of interests and expertise. The focus of the program is to enhance public access around the Bay for non-motorized small boats (such as kayaks, sailboards, outriggers, and stand up paddleboards), and encourage and enable people to explore the Bay in different boat types and in a variety of settings through single- and multi-day trips.

Plans and Policies

As identified in the NOP, the DEIR should discuss the ABAG Bay Trail Plan and its policies, and assess how the proposed development will address each relevant topic. We recommend that Bay Trail alignments be analyzed taking into account the impacts of noise, visual experience, interface with the street network, safety at intersections, etc. Please describe in detail, through plans and/or artist rendering, the proposed width and location of the trail, and proposed trail furnishings. Please also ensure that the Bay Trail is designed consistent with the Bay Trail Design Guidelines (available at www.baytrail.org).

Transportation and Circulation

The DEIR should contain a discussion of the existing and proposed Bay Trail alignment within and near the project area. It should identify any potential impacts to existing or planned public access via the Bay Trail, including potential impacts during project construction, and offer suitable mitigation for such impacts. The DEIR should clearly identify when segments of the Bay Trail would be constructed during the proposed seven phases of construction. The Bay Trail should be completed in the earliest phases possible and segments should be opened for public use as they are constructed, safety permitting.

The DEIR should consider the Bay Trail in its regional context as an important commute corridor. It is important that the shoreline trail in this location be a paved Class I multi-use path

in order to match the segments it will be connecting with at Hunters Point Shoreline, and southward through to Hunters Point Shipyard and Candlestick Point. With substantial planned population growth in the area, having a continuous Bay Trail alignment from these neighborhoods to employment centers will be of growing importance.

Connections to and from the Bay Trail into the surrounding neighborhoods are also of key importance. Please evaluate the best options for bicycle and pedestrian circulation to and from the waterfront, and include proposed locations for bicycle racks and wayfinding signage.

Recreation

Please ensure that the recreation analysis include an assessment of existing and potential water access at India Basin. Various non-motorized small boat types regularly launch from a small beach within India Basin Shoreline Park. In particular, we would like the DEIR to:

- Clearly describe potential impacts to non-motorized small boat access to India Basin during project construction, and how any impacts will be mitigated.
- Clearly describe how the hydrology of India Basin may affect the long-term use of boating facilities, with regards to siltation and mud as well as sea level rise, and how any impacts will be mitigated.
- Please ensure that water access is designed consistent with ADA and universal design standards

Thank you for the opportunity to comment on the above-referenced document. If you have any questions regarding the Bay Trail or San Francisco Bay Area Water Trail, please do not hesitate to contact me at (415) 820-7936 or by email at BenB@abag.ca.gov.

Sincerely,

Ben Botkin
San Francisco Bay/Water Trail Planner

Attachments: Bay Trail Regional Map and Southern San Francisco Map


SAN FRANCISCO Bay Trail
NAPA
SONOMA
SONOMA COUNTY
NAPA COUNTY
FAIRFIELD
PETALUMA
AMERICAN CANYON
SOLANO COUNTY
VALLEJO
NOVATO
BENICIA
Carquinez Bridge
Benicia-Martinez Bridge
RODEO
HERCULES
MARIN COUNTY
WOODACRE
PINOLE
MARTINEZ
PITTSBURG
FAIRFAX
ANTIOCH
SAN RAFAEL
SAN PABLO
CONCORD
Richmond-San Rafael Bridge
RICHMOND
CONTRA COSTA COUNTY
LARKSPUR
CORTE MADERA
EL CERRITO
WALNUT CREEK
MILL VALLEY
TIBURON
ALBANY
BERKELEY
SAUSALITO
EMERYVILLE
PIEDMONT
Golden Gate Bridge
San Francisco-Oakland Bay Bridge
OAKLAND
SAN FRANCISCO
SAN RAMON
ALAMEDA
SAN LEANDRO
DUBLIN
BRISBANE
DALY CITY
HAYWARD
PLEASANTON
SOUTH SAN FRANCISCO
ALAMEDA COUNTY
San Mateo Bridge
SAN BRUNO
UNION CITY
PACIFICA
BURLINGAME
FOSTER CITY
SAN MATEO
NEWARK
MOSS BEACH
BELMONT
FREMONT
Dumbarton Bridge
SAN CARLOS
SAN MATEO COUNTY
REDWOOD CITY
EAST PALO ALTO
HALF MOON BAY
MENLO PARK
MILPITAS
WOODSIDE
PALO ALTO
MOUNTAIN VIEW
SUNNYVALE
SANTA CLARA COUNTY
SANTA CLARA
SAN JOSE
0 2.5 5 kilometers
0 2.5 5 miles
Bay Trail
Existing
Planned
Other Trail
Existing
Planned
San Francisco
Bay Trail
A planned 500-mile trail around San Francisco Bay


2
SAN FRANCISCO Bay Trail
AT&T Park
4th & King Caltrain
King St
China Basin Ferry Terminal
see map 1
China Basin
Mission Creek
3rd St
Terry Francois
Pier 50
MISSION BAY
Central Basin
Agua Vista Park
Pier 64
9th St
101
16th Street & Mission BART
16th St
Potrero Ave
Pier 70
San Francisco Bay
MISSION
POTRERO HILL
Van Ness Ave
Harrison St
Folsom St
20th St
22nd St Caltrain
Potrero Hill Park
Illinois St
Warm Water Cove Park
SAN FRANCISCO
24th Street & Mission BART
280
Cesar Chavez St
Islais Creek Channel
Port of San Francisco
Pier 94
Bernal Heights Park
Cargo Way
Evans Ave
Heron's Head Park
BERNAL HEIGHTS
Oakdale Ave
Silver Ave
Pier 98
India Basin
India Basin Shoreline Park
India Basin Open Space Preserve
BAYVIEW
Innes Ave
Palou Ave
Felton St
Crisp Rd
HUNTER'S POINT
Paul Ave Caltrain
Yosemite Slough
Ingalls St
Hunter's Point Naval Shipyard (inactive)
Mansell St
Gilman Ave
South Basin
McLaren Park
Bay View Park
Candlestick Point State Recreation Area
VISITACION VALLEY
Bayshore Caltrain
Sunnydale Ave
Harney Way
Candlestick Point
Geneva Ave
Bayshore Blvd
San Francisco Bay
San Bruno Mountain Park
Tunnel Ave
BRISBANE
Brisbane Lagoon
Sierra Point Pkwy
San Bruno Mountain Ecological Reserve
see map 3
N
0
0.5
1 mile
Bay Trail
Paved
Dirt/Gravel
On Street
Planned
Other Trail
Existing
Planned

BAYVIEW HISTORICAL SOCIETY

preservation of place

Our Mission: To identify and preserve the sites and structures of architectural and historic significance in the Bayview-Hunters Point District, for the benefit of its residents and for the larger San Francisco community.
founded in 2004 registered and established public benefit organization: May 1, 2005

15 June 2016

Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: India Basin Mixed-use Project (Planning Department Case No. 2014-002541ENV)
Notice of Preparation of an Environmental Impact Report
700 Innes Avenue, 900 Innes Avenue, IB Shoreline Park, and IB Open Space

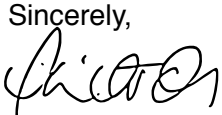
Dear Mrs. Jones,

As noted in the overview and Notice for India Basin Project EIR, your department will prepare the HRER " and will determine whether the proposed project and variant would cause any potential impacts on historic resources…and identify potential impacts… The potential impacts on subsurface archaeological resources and paleontological resources also will be analyzed …" It is also mentioned that the "proposed project and variant would retain and restore the Shipwright's Cottage building, move the 702 Earl Street building closer to the shoreline, and demolish other buildings."

In 2007, we commissioned the India Basin Survey and Historic Context Statement for the Innes Avenue Shoreline, portions of which are attached below. Please note that the study area, which includes the former Anderson & Cristofani Boatyard area adjacent to the Shipwright's Cottage at 900 Innes, along with the additional details and documented evidence, establishes the importance of the buildings and the overall site within the larger historical context of Bayview-Hunters Point.

We look forward to working with your office and believe that this report may provide valuable information as you evaluate and consider the significance of the India Basin Shoreline, and its deep relevance to San Francisco Bay and to the history of the City of San Francisco.

Sincerely,



Dan Dodt
President, Bayview Historical Society

1556 Revere Avenue San Francisco, California 94124
415.822.4388 www.bayviewhistory.org thebayviewhistoricalsociety@gmail.com

India Basin Survey

San Francisco, California

Final Report

Report Prepared
for
Bayview Historical Society

May 1, 2008

Kelley & VerPlanck Historical Resources Consulting
2912 Diamond Street #330, San Francisco, CA 94131
415.337.5824 // www.kvpconsulting.com

INDIA BASIN HISTORIC SURVEY

Prepared by
Kelly and VerPlanck
Historical Resources Consultants
2912 Diamond Street # 330
San Francisco, California 94131
415.337.5824
Chris@KVPConsulting.com

Published by

The Bayview Historical Society
1004 Revere Avenue, Suite B25
San Francisco, California 94124
415.822.4388
bayviewhistory-subscribe@yahoogroups.com
www.bayviewhistory.org

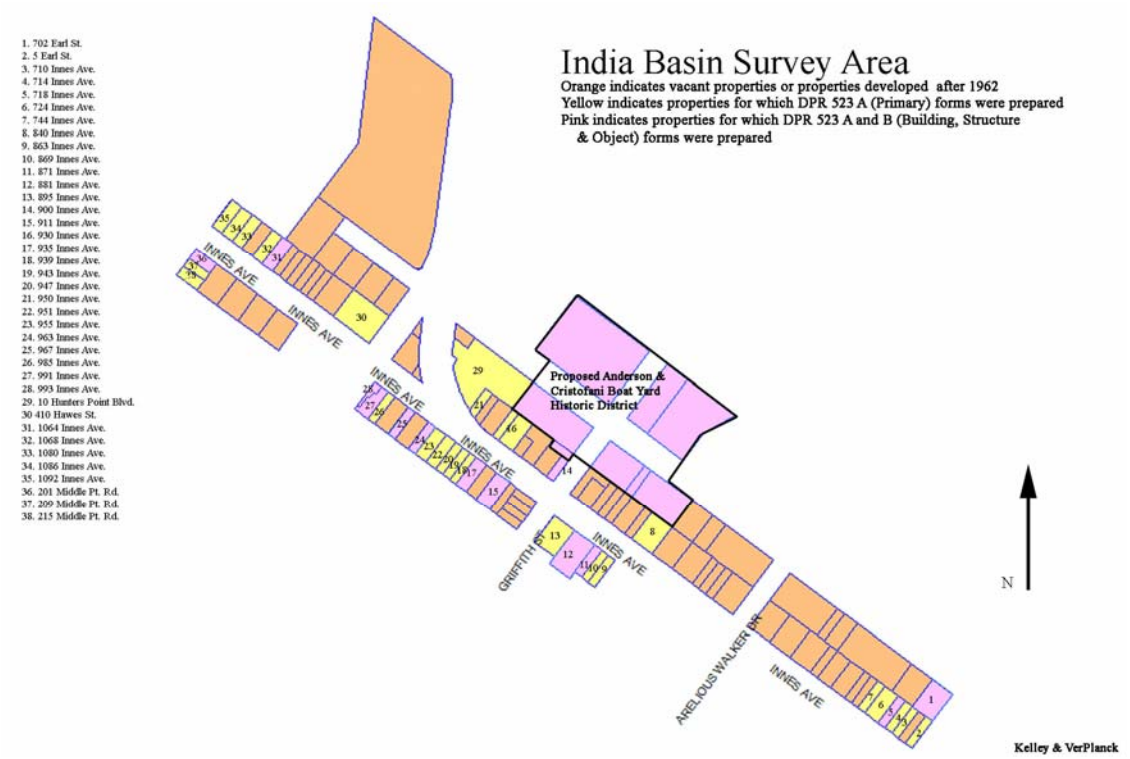


Figure 1. India Basin Survey Area
Source: KVP Consulting

C. IDENTIFICATION OF HISTORIC CONTEXTS AND PERIODS OF SIGNIFICANCE

This Historic Context Statement deals primarily with the period 1870-1938, the era in which the San Francisco Bay Scow building industry thrived at India Basin. Although subdivided for residential use as early as 1862, Hunters Point remained too far from built-up portions of San Francisco to attract much residential development until the mid-twentieth century. The construction of the California Dry Dock Company at the eastern tip of the Hunters Point peninsula in 1866 set the stage for the development of the area's important maritime industry. Beginning around 1870, participants in San Francisco's well-known bay scow schooner building industry began relocating to India Basin from Potrero Point and Islais Creek. Attracted by the availability of inexpensive land with deep water access, these boat builders lined the southern edge of India Cove with boatyards that lasted for 130 years. Most of the early yards were family-owned businesses operated by English, Scandinavian, and German immigrants. Boat yard owners and their skilled employees lived alongside one another in simple frame vernacular dwellings that grew up around the yards, creating a linear "village" along 9th Avenue South (now Innes Avenue).

The bay scow building industry that had supported the community since the 1870s began to come apart in the 1920s due to the introduction of the gasoline-powered launch and competition from short haul truckers. Several yards folded and many residents moved away. One yard (Anderson & Cristofani) lived on for another half century however, concentrating on repair and maintenance work. Nonetheless, India Basin (historically known simply as "Hunters Point") remained a distinct and largely self-contained community until the eve of the Second World War, justifying 1938 as the end of the period of significance.

World War II and the U.S. Navy's decision to purchase the Hunters Point Shipyard changed Hunters Point forever. Well-paying jobs lured thousands of war workers to San Francisco. Many of these new residents occupied new FHA-financed "junior fives" along Innes Avenue and Ingalls Street (now Middle Point Road). Others took up residence in the rows of "temporary" war worker housing constructed by the Federal Housing Authority on the former pasture land of Hunters Point ridge above India Basin.

Since the end of World War II, India Basin has experienced major demographic changes, economic dislocation, riots, and today, gentrification. Although many of the older, nineteenth-century dwellings are long gone, the majority of the boat yard area still survives along India Cove, as well as a handful of historic dwellings dating from the last quarter of the nineteenth century and the first quarter of the twentieth century. The well-known Albion Brewery at 881 Innes Avenue, although not closely aligned with the boat building context, is a rare and significant survivor from the early days of India Basin. Presently used as a residence, the stone brewery stands atop a network of tunnels containing fresh water springs once used for brewing beer and later bottled for drinking water.

Applying guidelines developed by the National Park Service for use with the National Register of Historic Places (National Register) program, the areas of significance for India Basin include the categories of "Industry" and "Maritime History." The period of significance is 1870 to 1938. The earlier date reflects the birth of the bay scow building industry in India Basin. The purchase of the Hunters Point Shipyard by the U.S. Navy in 1939 marks the end of India Basin's existence as a distinct community of independent shipwrights. The Navy-sponsored expansion of the shipyard attracted thousands of new residents to Hunters Point. Construction of thousands of units of new public housing on Hunters Point ridge in the 1940s to house the war workers forever transformed the physical character of the once-isolated neighborhood. Formerly bounded by water below and pasture above, India Basin was physically and socially absorbed into the greater Hunters Point community.

Criterion B (Person): Properties associated with the lives of persons significant in our past;

Criterion C (Design/Construction): Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D (Information Potential): Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be considered significant on a national, state, or local level to American history, architecture, archaeology, engineering, and culture.

The San Francisco Planning Department treats National Register-listed properties as historic resources per CEQA. There are currently no National Register-listed properties in the entire Bayview-Hunters Point district.

G. California Register of Historical Resources

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties are automatically listed in the California Register.[5] Properties can also be nominated to the California Register by local governments, private organizations, or citizens. This includes properties identified in historical resource surveys with Status Codes of "1" to "5," and resources designated as local landmarks through city or county ordinances. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places. In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria:

- *Criterion 1 (Events)*: Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

- *Criterion 2 (Persons)*: Resources that are associated with the lives of persons important to local, California, or national history.

- *Criterion 3 (Architecture)*: Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

- *Criterion 4 (Information Potential)*: Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Resources listed in or determined eligible for listing in the National Register are automatically listed in the California Register of Historical Resources.

[5] National Register-eligible properties include properties that have been listed on the National Register and properties that have formally been found eligible for listing.

H. SECTION 106 AND OTHER TECHNICAL REPORTS

Within the past three decades, a number of federally mandated Section 106 reviews, state-mandated environmental impact reports (EIR) and city-required historic resource evaluation reports (HREs) have been prepared by various consultants for proposed projects within the Bayview-Hunters Point district. According to Section 106 of the National Historic Preservation Act of 1966, any Federal undertaking or any project that makes use of Federal funds or that applies for a Federal license must "take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register."[6] Environmental review at the state level has been required since the inception of the California Environmental Quality Act in 1970. Modeled on the National Environmental Protection Act, CEQA was amended in 1992 to include historic resources as an aspect of the environment that could be effected by potential undertakings. Since 2003, the Department of City Planning has required many project applicants to commission HREs for any property that falls within Category B—Properties Requiring Further Consultation and Review—as defined in Planning Department's *CEQA Review Procedures for Historic Resources* (Preservation Bulletin No. 16).

[6] Section 106 of the National Historic Preservation Act (16 U.S.C. 470f).

Street, Fairfax Avenue and San Francisco Bay (presently the small cove between the PG & E power plant and India Basin Shoreline Park). Very little is known about the appearance of these camps at Hunters Point during the nineteenth century, although several photographs exist of their destruction during the 1930s **(Figure 10)**.[44] There are no extant above-ground resources related to this context.

India Basin Boat Yards
The boat yards of India Basin began to appear around the same time as the shrimp camps and they became the mainstay of the area's economic and social landscape until the eve of the Second World War. Established by experienced English, Dutch, German, and Scandinavian boat builders in one of the few parts of the San Francisco's Bay shoreline with deep water access that had not already been claimed by major industries, India Basin's boatyards concentrated on the production of bay scow schooners, small shallow-draft sailing craft that were used to haul goods like hay and agricultural produce from the sloughs of the hinterlands of San Francisco Bay to the city.

The San Francisco Bay Scow: 1860 –1930
The precise origins of the San Francisco bay scow schooner are unknown. The sturdy, handcrafted sailing vessels were developed in direct response to the needs of the San Francisco Bay Region's economy and physical geography prior to the introduction of highways and motorized transportation during the early twentieth century.[45] At a time when roads were poorly maintained or non-existent and railroads expensive, the waters of San Francisco Bay and its tributaries provided a cheap and easily available source of transportation for a variety of goods. Scow schooners navigated San Francisco and San Pablo Bays, the Carquinez Strait and the Sacramento Delta, and the rivers of the Central Valley, bringing farm produce – especially hay and construction supplies, such as bricks and lumber – to San Francisco. The bay scows also transported manufactured goods from San Francisco and elsewhere back to the remote farms and communities of inland California.

Throughout the 1850s and 1860s, as migrants from the eastern United States, Europe, Latin America, Asia, Australia, and other parts of the world flocked to San Francisco, the need for reliable transportation continued to increase.[46] Some of the Europeans arriving in San Francisco during this era possessed maritime carpentry skills. Aware that their skills were in demand, several immigrant boat builders set up operations in San Francisco. The expertise of many of these European shipwrights, particularly those from Northern Germany, Denmark, and England, was essential in the development of the design of the San Francisco bay scow.

There was no specific precedent to work from and designs of specific scows varied widely at first. However, by the last quarter of the nineteenth century, the prototypical shallow-draft bay scow had taken shape **(Figures 11 & 12)**. A report on shipbuilding in the United States for the Tenth Census outlined the basic measurements and design of the San Francisco Bay scow schooner, indicating that they generally had a cargo capacity of around seventy tons.[47] Roger Olmsted, a prominent San Francisco scholar of maritime history and an expert on the development of the bay scow schooner, described the *Alma*, the National Historical Landmark scow schooner built at India Basin as "…a boxy scow, about as ordinary as they come. But it is her ordinariness that makes it so appropriate that she should represent this entire class of useful vessels that were the workboats of San Francisco Bay from the gold rush until the 1930s saw the advance of progress – primarily in the form of trucks – drive all but a few of the old scows to the boneyards along the shores of the bay."[48]

[44] Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Survey,* (San Francisco: unpublished technical report prepared for the San Francisco Clean Water Program, April 1982), 123.
[45] Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).
[46] Ibid.
[47] Ibid.
[48] Ibid.

Figure 11. Scow Jas. F. McKenna, ca. 1902
Source: San Francisco Public Library

Figure 12. Scow Wavelet, built in 1878 by J. Dirks Source: San Francisco Maritime Museum Library

According to Olmsted, the San Francisco bay scow, which was a specialty of the India Basin boatyards, was probably the most important sailing craft of the Bay Area's day-to-day economic life. One of their principle cargoes was hay. The nineteenth century moved on hay, much as the twentieth century moved on gasoline, and the hay trade was vital to the economy of urban areas, including San Francisco. The boatyards of India Basin were crucial participants in this economic web, building and maintaining the majority of scow schooners that plied the shallow waters and estuaries of the Bay from the 1860s through the first two decades of the twentieth century. Due to the shallow waters of the estuaries and sloughs of San Francisco Bay, the Delta, and the Central Valley, ships of greater draft could not reach the isolated farms and workshops of Northern California. Shallow-draft scows could go virtually anywhere and were therefore extremely useful in bringing products of the hinterlands, including wheat, hay, fruits and vegetables to San Francisco. Goods not consumed in San Francisco were then loaded on larger ocean-going vessels that would take the products of the San Francisco Bay Area around the world.[49]

Shipwrights Move to India Basin

San Francisco's bay scow builders followed the exodus of industry away from the more built-up portions of the city in the 1850s. Originally operating out of North Beach and Steamboat Point, San Francisco's family-run boatyards rarely had much capital, and consequently they often found themselves outbid for choice sites by larger and better-financed shipyards. After departing from Steamboat Point, several future India Basin boatyards moved to Potrero Point in the 1860s. William Stone's yard was located on the corner of Illinois and Shasta streets and Johnson J. Dircks and John Mohr's yards were located at the corner of Texas and Marin streets.[50] Within a few years, these men

[49] Ibid.
[50] Crocker-Langley Company, San Francisco City Directories (San Francisco: various years).

were shouldered aside by well-capitalized industries such as Pacific Rolling Mills and later, Union Iron Works. Consequently, San Francisco's small shipwrights began moving south to Islais Creek. In 1870, the Department of Health's designation of the creek as San Francisco's new butchers' reservation (later known as "Butchertown") compelled the shipwrights to look even further south to escape the reservation's reputation as a "great eyesore and olfactory offender."[51]

In search of inexpensive waterfront land with deep water access for shipways and docks, the scow builders set their sights on India Basin, then still part of the South San Francisco tract. Upon relocating to the northern shore of the remote Hunters Point peninsula, the immigrant shipwrights were finally able to begin building scows and other vessels in one location for over half a century without disturbance. Noting the concentration of family-run boatyards in the area, an article in the November 1869 edition of the *San Francisco Real Estate Circular* stated that "South San Francisco will undoubtedly be one of the most valuable locations for shipbuilding and manufacturing purposes in the county."[52] The boatyards that operated at India Basin were small-scale and tended to operate with informal verbal contracts. Their boatyards were frequently home-based industries, with their houses located on or near the boatyard properties. Despite their small scale, the manufacturing and repair of hand-made sailing vessels was vital to San Francisco's distinctive maritime-based economy.

According to the 1880 Census schedules, several of the first settlers in India Basin were English, including Albion Brewery's John Burnell and Reverend George E. Davis, a pioneer from London who moved to the corner of 8th Avenue South (Hudson) and 'H' (Hawes) Street in 1873. Other European immigrants who moved to India Basin in the 1860s and 1870s included Netherlands-born Johnson J. Dircks (1869), William Munder (1869), Hermann Metzendorf (1872), Edmund Munfrey (1875), and Fred Siemer (1886), all from Germany. Ireland contributed John McKinnon (1868) and James Pyne. Denmark was a primary source of boat builders, including O.F.L. Farenkamp (1877), Henry Anderson (1893), and Otto Hansen.[53]

The first known shipwright to move to India Basin was Johnson J. Dircks. He established a yard at the corner of 5th Avenue South (Evans) and 'L' (Lane) Street in 1868. Not long after, in 1871, William Stone moved his yard from Potrero Point to 9th Avenue South (Innes), near 'G' (Griffith) Street. In 1876, Dircks moved all of his operations to a site next to Stone's on 9th Avenue South.[54] By 1880, Dircks' and Stone's sons began to apprentice with their fathers. The passing on of knowledge and craft was a common cultural practice among the boat-building families of India Basin; indeed most of the men who had migrated to the area had learned the craft from their fathers in Europe. The shipwrights in India Basin – Dircks, Stone, Siemer, and Anderson – passed on their craft to their native-born American sons, thereby developing a longstanding tradition of boatbuilding in the neighborhood that would last three generations.[55]

1883 Coast Survey Map

The 1883 U.S. Coast Survey map is the first map to illustrate the extensive changes that had occurred at India Basin since the boatyards had begun to arrive. The map indicates that the road network shown on the 1869 map remained largely the same, except for the area around Butchertown, where streets had been graded to accommodate extensive residential and commercial development. Aside from Butchertown, residential development at Hunters Point was sparse. Within the India Basin survey area one can make out footprints of approximately ten buildings. Existing buildings that can be identified include Albion Brewery at 881 Innes Avenue, the Dircks/Siemer/Jorgenson residence

[51] City and County of San Francisco, *San Francisco Municipal Report* (San Francisco: 1867).
[52] *San Francisco Real Estate Circular* (November 1869).
[53] Crocker-Langley Company, San Francisco City Directories (San Francisco: various years). United States Census:1880
[54] Crocker-Langley Company, San Francisco City Directories (San Francisco: various years).
[55] Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

at 900 Innes Avenue, and the William Stone Residence at 911 Innes Avenue. The map also shows several piers and shipways along the cove, indicating that several boat yards were active **(Figure 13)**.

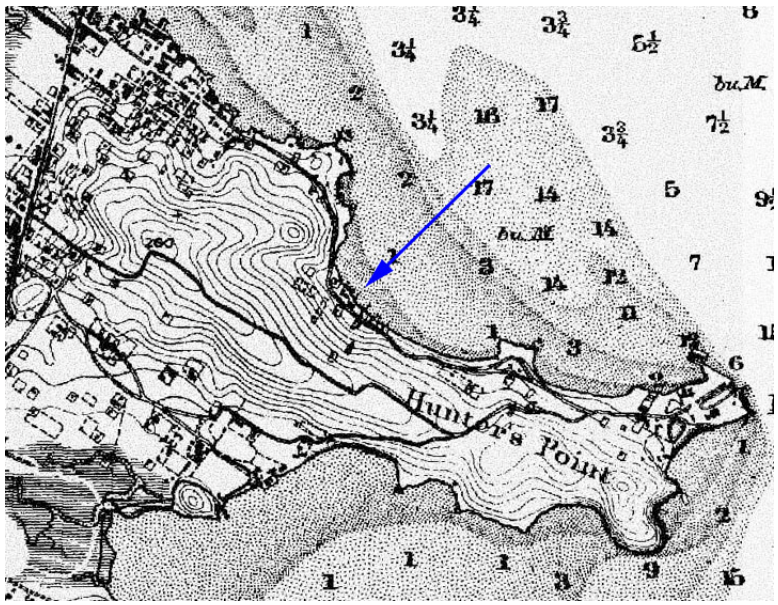


Figure 13. Portion of the 1883 U.S. Coast Survey Map
Arrow indicates location of India Basin.
Source: U.S. National Oceanographic Administration

Street Nomenclature

As mentioned earlier, when Hunters Point was initially platted in the early 1860s, the east-west avenues were numbered and the north-south streets were designated by letters of the alphabet. Around 1880, the street names of Hunters Point and the adjoining Bayview Homestead Association tract were officially changed at the request of the Postal Service in order to avoid confusion with similarly named streets in the Sunset District. Consequently, Hunters Point received exotic geographical names. The east-west avenues acquired the names of islands and far-flung nations, including Sumatra, Java, Bermuda, Falkland, Venezuela, and Dominica. In contrast, the north-south streets were named after American rivers: Potomac, Tombigbee, Monongahela, and Penobscot, for example. Within the India Basin survey area, Innes Avenue was Corea Avenue, Hudson was Banama, and Galvez, Trinidad. Residents of the neighborhood did not take kindly to the difficult-to-pronounce names and most apparently used the old nomenclature. In 1890, residents petitioned the Board of Supervisors to restore the old names preceded with the word "South" to distinguish Bayview-Hunters Point from streets in the Sunset and Parkside districts.[56] This petition was approved and the old names were restored until they were to change again to their present names in 1910.

[56] "Public Highways: South San Francisco Streets Will be Renamed," *San Francisco Morning Call* (September 26, 1890).

India Basin in 1900

The 1901 Coast Survey Map is virtually identical to the 1883 map, indicating that Hunters Point was still a rural district with little development beyond the California Dry Dock Company facility, Butchertown, and a handful of boat yards and associated dwellings at India Basin. According to the recollections of boat builder Emil Munder, in 1900 the boat yards along India Basin began in the west with the large (eight ways) yard of August and Willie Schultz. This yard appears on the 1913-15 Sanborn map at Davidson and Ingalls streets labeled as "Schultz, Robertson, Schultz Co.-Inc. Ship and Barge Building." East of Ingalls, there were two marine ways on the west side of India Cove belonging to William Munder and H.C. Thomsen. Munder identified a row of yards along the southern shore of India Cove, beginning with Fred Siemer and Henry "Pop" Anderson west of 'G' Street, and O.F.L. Farenkamp, Thomas Goebel, and William "Frank" Stone east of 'G'.[57]

The 1899-1900 Sanborn map **(Appendix Item A)** illustrates several of the boat yards mentioned by Munder in his account. Fred Siemer's yard is shown to occupy two 75' x 100' lots with a one-story carpenter's shop and several ways. Next door to the east, Henry "Pop" Anderson's yard also occupied two 75' x 100' lots. The 1900 Sanborn map shows only a small storage shed and several ways in the yard. According to the 1907 Block Book, both Siemer and Anderson rented their yards from the South San Francisco Dock Co. Anderson also owned a 25' x 75' lot (today, APN 4646/002) adjoining his leased land. On this lot he built a three-room, shed-roofed office building, tool shed and tank house that still stands. East of 'G' Street, the 1900 Sanborn map shows three boat yards. Although they are not identified, this evidence corroborates Munder's recollections that east of 'G' Street were the yards of O.F.L. Farenkamp, Thomas Goebel, and Frank Stone (in that order). Aside from the yards India Basin contained little else. There were fifteen frame dwellings and associated outbuildings, most of which were along the north side of 9th Avenue. The only dwellings that survive today are the one-story Dircks/Siemer/Jorgenson residence (otherwise known as the "Shipwright's Cottage") at 900 Innes Avenue and the two-story Stone/Bierman residence at 911 Innes Avenue. The 1900 Sanborn Map also indicates that the Albion Brewery was in active use. At that time, in addition to the brew house there were a half-dozen ancillary structures that no longer stand, including a packing cellar, a residence for an on-site manager, an office, cooling tanks, and a bottling warehouse. An annotated photograph taken from the west side of India Cove sometime after 1900 shows the India Basin community as it appeared when the Sanborn map was made **(Figure 14)**.

[57] Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Survey,* (San Francisco: unpublished technical report prepared for the San Francisco Clean Water Program, April 1982), 129-30; Sanborn Fire Insurance Company maps for San Francisco, CA: 1913-15.

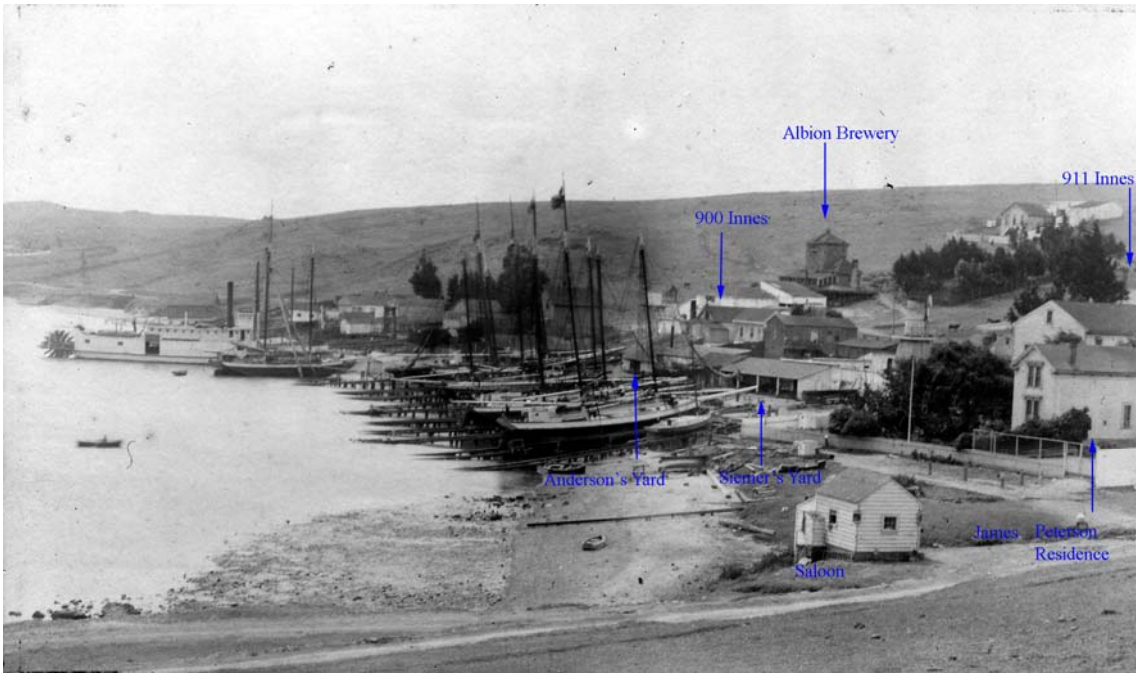


Figure 14. India Basin from west side of India Cove looking east, ca. 1900
Source: Collection of Ruth Siemer
Annotated by KVP

From 1901 until the 1906 Earthquake and Fire, the India Basin survey area does not appear to have undergone many physical changes. Far removed the path of residential development, Hunters Point did not attract many new residents. Even after the construction of the Southern Pacific's Bayshore Cutoff in 1904, living at Hunters Point remained unthinkable for middle-class commuters, mostly due to the horrendous odors generated by Butchertown, which sat astride the main approach to the neighborhood. As a result, India Basin and the rest of Hunters Point remained a distinctive and largely self-contained community, functioning as a de facto company town for local industries. According to 1900 and 1910 Census, the vast majority of local residents worked in one of three local industries: the boatyards of India Basin, the dry docks of the California Dry Dock Company, or the tanneries and slaughterhouses of Butchertown.[58]

1906 Earthquake

The 1906 Earthquake seems to have affected Hunters Point less than many other neighborhoods in San Francisco. Due to the substantial bedrock beneath the peninsula, very little damage was reported at Hunters Point and the fires that consumed much of the city were stopped miles from Hunters Point. At Butchertown, one house on First Avenue (now Cargo Way) slid into the Bay, killing its occupant. In addition, the chimney at the Hunters Point Dry Docks was cracked. In the aftermath of the earthquake, hundreds of refugees reportedly made their way to Hunters Point to find refuge. Many were taken in by local residents or camped at the dry docks.

[58] U.S. Bureau of the Census, Census Schedules for San Francisco, California, 1900.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code _____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 of 2	***Resource name(s) or number**(assigned by recorder)	900 Innes Avenue

P1. Other Identifier: APN 4646/003

***P2. Location:** ☐ Not for Publication ☒Unrestricted

***a. County:** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.

***b. USGS 7.5' Quad:** San Francisco South **Date:** 1995

***c.** Address: 900 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4646003

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

900 Innes Avenue occupies a 25' x 75' lot on the northwest corner of Innes Avenue and Griffith Street in San Francisco's Hunters Point district. It is a one-story-over-basement, wood-frame dwelling with a gable roof. The primary facade faces south toward Innes Avenue. The secondary elevation faces the closed Griffith Street right-of-way to the east. The facade is finished in rustic channel siding stucco and is two bays wide. The left bay contains a pair of identical modified fixed-pane windows with historic casings and bracketed hood moldings. The right bay features a paneled wood door and a transom sheltered beneath a bracketed hood. The facade terminates with a projecting soffit and raking cornice that until recently featured scroll-sawn "gingerbread" trim pieces. The east elevation slopes downhill toward the Bay. It is also clad in rustic channel siding and features several windows. The rear elevation features a shed-roofed addition. The dwelling appears to be in poor condition.

***P3b. Resource Attributes:** (list attributes and codes) HP2. Single Family Property

P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1194

***P6. Date Constructed/Age and Sources:**
☒Historic ☐ Prehistoric ☐ Both

1900, SF Dept. of Building Inspection; Corrected date: ca. 1875

***P7. Owner and Address:**

Shipyard Holdings, Llc
671 Illinois Street
San Francisco, Ca 94107

***P8. Recorded by**

Christopher Verplanck
KVP Consulting
2912 Diamond St., No. 330
San Francisco, CA 94131

***P9. Date Recorded:**

08.31.07

***P10. Survey Type:**

Intensive Level Survey Of India Basin For The Bayview Historical Society

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code:** 3CS

Page 2 **of** 2	***Resource Name or #** (Assigned by recorder) 900 Innes Avenue		
B1. Historic Name:	Dirks/Jorgenson Residence		
B2. Common Name:	"Shipwrights' Cottage"		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Vacant
***B5. Architectural Style:**	Vernacular with Italianate detailing		

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Based on stylistic cues and documentary evidence, it appears that 900 Innes Avenue was completed ca. 1875. It was converted into an office building in 1961.

***B7. Moved?** ☒No ☐Yes ☐Unknown	**Date:**		**Original Location:**
***B8. Related Features:**			

B9a. Architect:	Unknown	b. Builder:	Unknown
***B10. Significance: Theme:**	Industrial and Residential Development	**Area**	India Basin
Period of Significance:	1870-1938	**Property Type:**	Residence
Applicable Criteria	1 & 3		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Constructed ca. 1875 by shipwright John J. Dirks on the northwest corner of 9th (Innes) and 'G' (Griffith) streets, near his boatyard, the cottage housed members of the Dircks family until it was purchased by Carl and Ingeborg Jorgenson in 1890. The Jorgensons lived at 900 9th Avenue until they moved into a house at 904 9th that Carl had moved from Treasure Island around 1893. In 1907, Fred Siemer Jr., shipwright and future son-in-law of Carl Jorgenson, moved into 900 9th Avenue. He was eventually joined by his wife Inga Jorgenson Siemer. The couple and their family lived there until 1924. In 1961, Anderson & Cristofani purchased 900 Innes Avenue and converted it into an office for their shipyard. The building remained used for this purpose until 1997.

900 Innes Avenue appears eligible for listing in the California Register under Criteria 1 & 3 due to its association with resident shipwrights employed in the boat yards of India Basin and as a rare example of a very early Italianate cottage. It is only one of two remaining nineteenth-century dwellings (the other being 911 Innes) in India Basin. In regard to integrity, 900 Innes Avenue retains integrity of location, design, setting materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single family property

***B12. References:**

Farrell, Erin and Christopher VerPlanck. Landmark Case Report: 900 Innes Avenue, San Francisco. San Francisco: unpublished report, 2006.

B13. Remarks:

1976 Survey rating of '1', candidate for City Landmark, threatened by demolition

***B14. Evaluator:**	Christopher VerPlanck
***Date of Evaluation:**	09.04.07

(This space reserved for official comments.)

State of California ♦ The Resources Agency	Primary #	
DEPARTMENT OF PARKS AND RECREATION	HRI #	
DISTRICT RECORD	Trinomial	

Page 1 **of** 9 ***NRHP Status Code**

***Resource Name or # (Assigned by recorder)** India Basin Boat Yards

D1. Historic Name Anderson & Cristofani, Allemand Bros. D2. Common Name: India Basin

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The India Basin boat yards are located on the southern side of India Cove in the India Basin neighborhood of San Francisco. The proposed district is comprised of eight parcels within an area bounded roughly by Hunters Point Boulevard, Innes Avenue, Fitch Street and Galvez Avenue. The core of the proposed district centers on the intersection of Hudson Avenue and Griffith Street, neither of which is an officially opened street according to the Department of Public Works. The eight parcels are identified by their APN (Assessor Parcel Number): 4629A/010, 4630/002 and 006, 4645/010, 010A, and 011; and 4646/001 and 002 **(Figure 1)**. Although the ownership of these parcels is divided between several different owners and two boat yards have occupied the area since the 1960s, the entire survey area historically operated as a single yard (Anderson & Cristofani) before ca. 1965 and will therefore be described and evaluated as a single continuous property. The proposed district slopes gently downhill from near Innes Avenue to India Cove and extends into open water. Most of the land was historically either submerged tidelands or tidal flats that have since been filled. Remnants of piers and wood pilings extend into the shallow waters of India Cove, an area still occupied by submerged water lots and unopened "paper" streets.

Figure 1. Location map showing boundaries of proposed India Basin Boat Yard District
Source: San Francisco Department of the Assessor/Recorder; Annotated by Kelley & VerPlanck

The majority of the above-water parts of boat yard properties are paved, with sloping shipways and marine railways leading from dry land into India Basin Cove. Remnants of piers, wharves, and pilings extend into India Cove, which has been substantially filled on either side of the boat yard properties. There are ten buildings of various periods of construction that remain on the property. As most of these buildings were erected without building permits, there are few verifiable construction dates on file at the San Francisco Office of the Assessor/Recorder. In preparing this District form, Kelley & VerPlanck relied on Sanborn Fire Insurance maps, insurance records belonging to the Anderson family, and testimony from individuals who have worked in the yards to identify and date the buildings. The buildings are identified by APN and the following descriptions include approximate dates of construction and historical usage:

4629A/010: This parcel, which is partially submerged, was listed in a 1947 insurance appraisal as the location of Anderson & Cristofani's "West Repair Ways – Winch House, Storage & Boiler" and the "West Outfitting Dock and New repair ways." The West Repair Ways were demolished after 1950 and that portion of India Cove filled. Today what remains is the West Outfitting Dock, one marine railway, and one concrete boat ramp.

4630/002: This parcel contains elements of the Anderson & Cristofani East Outfitting Dock and the Blacksmith & Machine Shop (ca. 1930). This parcel also contains a portion of the East Construction Ways (ca. 1930) which remain largely intact. The Blacksmith & Machine shop is a wood-frame and corrugated steel-clad building with a shed roof. Part of the building that sits above the water has collapsed due to failed pilings **(Figure 2)**. The East Construction Ways consist of a concrete dock and two marine railways.

4630/006 This parcel contains a concrete wharf, a wood dock, and two buildings: a wood-frame office building housing the offices of Allemand Brothers boat yard (ca. 1930) **(Figure 3)** and a small frame wood storage building between it and India Basin Cove of unknown age or provenance.

4645/010 This parcel, which measures 100' x 125', is part of the Allemand Brothers boat yard. It contains parts of two marine railways that were historically known as the East Construction Ways and three small buildings. The oldest building has a recorded construction date of 1946. It is a 20' x 40' corrugated steel shop used for carpentry and machining. To the west of the shop, labeled "boat building" on the 1950 Sanborn map, is a small wood-frame office building reputed to have been a saloon that was moved to the site. A third building, a 1960s-era frame structure with a shallow-pitch projecting gable roof, stands astride the marine railway and accommodates a Garwood winch powered by a gasoline engine.

4645/010A This parcel, also part of the Allemand Brothers boat yard, does not contain any buildings. The 25' x 100' lot is paved and appears to be used to store customers' boats.

4645/011 This parcel, the westernmost of the Allemand Brothers boat yard is recorded in City records as being vacant. Most of the 100' x 150' lot is paved in asphalt and used for boat storage. There is what appears to be a temporary dwelling consisting of a frame shack and a trailer at the center of the lot.

4646/001 This parcel, which measures 100' x 225' occupies the heart of what was historically the Anderson & Cristofani boat yard. Today this parcel contains two marine railways, a concrete wharf and two buildings. The first, which has a construction date of 1943, is a wood-frame structure measuring approximately 25' x 35' with board and batten walls and a shallow-pitch gable roof **(Figure 4)**. Labeled as the compressor house and paint shop on the 1950 Sanborn map, the building now stands vacant and unused. The other building on the lot is a steel-frame, partially open, corrugated steel shed used for storage. Its date of construction is not known although it might be a 1930s-era structure moved to its present site.

4646/002 This parcel, which measures 25' x 75', contains three structures, including the two oldest purpose-built boat yard building associated with the Anderson & Cristofani yard. Built in the 1890s, the apparently single wood-frame, board and batten building at the west end of the lot actually consists of two separate structures **(Figure 5)**. It appears first on the 1899-1900 Sanborn map was most likely built as early as 1893 when Henry P. "Pop" Anderson bought the boat yard from Johnson J. Dircks. The map labels the main body of the shed-roofed building as a tool shed and engine house. The shed-roofed structure on the east end of the building is labeled as a water tank house on the 1899-1900 Sanborn map. The armature for the water tank proper stood until 2005 when it was evidently demolished by the current property owner. To the east of the 1890s-era shop is a wood-frame former ship's pilot house with an overhanging flat roof that was removed from a boat ca. 1930 and converted into an office for the Anderson & Cristofani boat yard. To the west of the office is a small shed of unknown use or provenance.

Figure 2. Anderson & Cristofani Boat Yard Blacksmith & Machine Shop

Figure 3. Allemand Brothers Boat Yard Office

Figure 4. Anderson & Cristofani Boat Yard Compressor House & Paint Shop

Figure 5. Anderson & Cristofani Boat Yard Office (left) Tool Shed/Engine House (right)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):
The proposed India Basin Boat Yard District is a roughly rectangular area centered on the intersection of Griffith Street and Hudson Avenue in San Francisco's Hunters Point district. The proposed district is composed of eight parcels. The eight parcels are identified by their APN (Assessor Parcel Number): 4629A/010, 4630/002 and 006, 4645/010, 010A, and 011; and 4646/001 and 002 **(Figure 1)**.

***D5. Boundary Justification:**
The boundaries selected encompass all parcels associated with the boat building industry of India Basin that are either still occupied by maritime building and repair businesses. Non-maritime-related properties that once belonged to a boat yard, such as the residence at 900 Innes Avenue, were not included because their primary purpose was not maritime-related during the period of significance (1893-1935).

D6. Significance: Theme Industrial Development **Area** India Basin
Period of Significance 1893-1935 **Applicable Criteria** 1, 3
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Summary Statement of Significance
The boat yards of India Basin appear eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction) with a period of significance extending from 1893 to 1935. The district appears eligible as the last remaining historic boat yard at India Basin, the center of the bay scow building and repairing industry from the early 1870s to the mid-1930s. The period of significance begins with the construction of the earliest permanent boat yard structure at 900A Innes Avenue by Pop Anderson ca. 1893 and ends in 1935 with the demise of the scow industry. The area covered by this 523 D form includes the parcels described above in the boundary description: eight parcels centered on the intersection of Hudson Avenue and Griffith Street. Although the yard has experienced changes over the years, the site has remained in continuous use as an active boat yard from the early 1870s to the present day and several historic structures remain standing.

General Context
India Basin Boat Yards
The boat yards of India Basin began to appear in the early 1870s and became a fixture of the area's economy and landscape until the eve of the Second World War. Established by experienced English, German, Dutch, Danish, and Norwegian boat builders in one of the few parts of the San Francisco's Bay shoreline with deep water access that had not already been claimed by major industries, India Basin's boat yards concentrated on the production of bay scows, small shallow-draft sailing craft that were used to haul hay and agricultural produce from the hinterlands of San Francisco Bay to the City and manufactured goods back to rural communities.

The San Francisco Bay Scow: 1860 –1935
The precise origins of the San Francisco scow schooner are unknown. They were sturdy work vessels, boxy and flat bottomed, built for hauling capacity, rather than speed or beauty. Accommodations for the crew of 2 or 3 men were minimal. The vessel type, two-masted as the schooner designation implies, was developed in direct response to the needs of the San Francisco Bay Region's economy of the 1850s and 1860s.[1] At a time when roads were poorly maintained or non-existent and railroads expensive, the waters of San Francisco Bay and its tributaries provided a cheap and easily available source of transportation for a variety of goods. Scow schooners navigated San Francisco and San Pablo Bays, the Carquinez Strait and Sacramento Delta, and the rivers of the Central Valley, bringing farm produce – especially hay and construction supplies, such as bricks and lumber – to San Francisco. The bay scows also transported manufactured goods from San Francisco and elsewhere back to the remote farms and communities of inland California.

Throughout the 1850s and 1860s, as migrants from the eastern United States, Europe, Latin America, Asia, Australia, and other parts of the world flocked to San Francisco, the need for reliable transportation continued to increase.[2] Some of the Europeans arriving in San Francisco during this era possessed maritime carpentry skills. Aware that their skills were in demand, several immigrant boat builders set up operations in San Francisco. The expertise of these European shipwrights, particularly those from Northern Germany, Scandinavia, the Netherlands, and England, was essential in the development of the San Francisco Bay scow.

There was no specific precedent to work from and the designs of specific scows varied widely at first. However, by the last quarter of

[1] Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).
[2] Ibid.

the nineteenth century, the prototypical shallow-draft bay scow had taken shape **(Figures 6 & 7)**. A report on shipbuilding in the United States for the Tenth Census outlined the basic measurements and design of the San Francisco Bay scow schooner, indicating that they generally had a cargo capacity of seventy tons.[3]

Scows were relatively inexpensive to build due to plentiful stocks of Oregon pine and cheap labor. During the late nineteenth and early twentieth century, the average daily wage for skilled shipwrights remained four to five dollars a day. Repair work paid better because it was more difficult, dirty, and dangerous. The beginning shipwright typically spent four or five years as an apprentice learning his craft, earning as little as fifty cents a day, but once he had matured he could make much more, and in some cases like Henry 'Pop' Anderson, buy his own yard.[4]

The scow building industry began to undergo significant changes around World War I. The increased popularity of gasoline-powered short-haul trucks had begun to cut into the profits of those who used scows to carry goods across the Bay Region. In order to compete, scow operators began converting their boats into "motor scows" by taking them to the boatyards of India Basin to have the main mast and bowsprit removed, engine and shaft installed, and a pilot house constructed on the deck. The first conversion occurred in 1914 but by 1925, only four sailing scows remained in operation.[5] Motor scows remained popular throughout the 1920s and 1930s but by the 1940s, bridges and freeways linked most of the Bay Area and made the scows redundant.

Roger Olmsted, a prominent San Francisco scholar of maritime history and an expert on the development of the bay scow schooner, described the *Alma*, the National Historical Landmark scow schooner built at India Basin as "…a boxy scow, about as ordinary as they come. But it is her ordinariness that makes it so appropriate that she should represent this entire class of useful vessels that were the workboats of San Francisco Bay from the gold rush until the 1930s saw the advance of progress – primarily in the form of trucks – drive all but a few of the old scows to the boneyards along the shores of the bay."[6]

According to Olmsted, the San Francisco Bay scow, which was a specialty of the India Basin boatyards, was probably the most important sailing craft of the Bay Area's day-to-day economic life. One of their principle cargoes was hay. The nineteenth century moved on hay much as the twentieth-first century moves on gasoline, and the hay trade was vital to the economy of urban areas, including San Francisco. The boatyards of India Basin were crucial participants in this economic web, building and maintaining the majority of scow schooners that plied the shallow waters and estuaries of the Bay from the 1860s through the first two decades of the twentieth century. Due to the shallow waters of the estuaries and sloughs of San Francisco Bay, the Delta, and the Central Valley, ships of greater draft could not reach the isolated farms and workshops of Northern California. Shallow-draft scows could go virtually anywhere and were therefore extremely useful in bringing products of the hinterlands, including wheat, hay, fruits and vegetables, etcetera, to San Francisco. Goods not consumed in San Francisco were then loaded on larger ocean-going vessels that would take the products of the San Francisco Bay Area to the world.[7]

Shipwrights Move to India Basin

San Francisco's bay scow builders followed the exodus of industry away from the more built-up portions of the city to areas opened up by Long Bridge. Originally operating out of North Beach and Steamboat Point, San Francisco's family-run boatyards rarely had much capital, and consequently, they often found themselves outbid for choice sites by larger and better-financed shipyards. After departing from Steamboat Point, several future India Basin boatyards moved to Potrero Point in the 1860s. William Stone's yard was located on the corner of Illinois and Shasta streets. Meanwhile, Johnson J. Dircks and John Mohr's yards were located at the corner of Texas and Marin streets.[8] Within a few years, these men were shouldered aside by well-capitalized shipyards such as Pacific Rolling Mills and later, Union Iron Works. San Francisco's small shipwrights began moving to Islais Creek. However, the Department of Health's designation of the creek as of San Francisco's new "Butchertown" reservation in 1870 compelled the shipwrights to look further south to escape from the "great eyesore and olfactory offender."[9]

In search of inexpensive land with deep water access, the scow builders set their sights on India Basin, then still part of the South San Francisco Homestead and Railroad Association tract. Located on the northern shore of the remote Hunters Point peninsula, the immigrant shipwrights were finally able to begin building scows and other vessels in one location for over half a century. Noting the concentration of family run boatyards in the area, an article in the November 1869 edition of the *San Francisco Real Estate Circular*

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[3] Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).
[4] Ibid., 24
[5] Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988), 59.
[6] Ibid, 16.
[7] Ibid.
[8] Crocker-Langley Company, San Francisco City Directories (San Francisco: various years).
[9] City and County of San Francisco, *San Francisco Municipal Report* (San Francisco: 1867).

stated that "South San Francisco will undoubtedly be one of the most valuable locations for shipbuilding and manufacturing purposes in the county…"[10]

According to the 1880 Census schedules, many of the first settlers in India Basin had first begun arriving around 1870. Reverend George E. Davis, a pioneer from London, moved to the corner of 8th Avenue South (Hudson) and 'H' (Hawes) Street in 1873. Netherlands-born Johnson J. Dircks arrived in 1869. Three German boat builders made their way to India Basin, including William Munder in 1869, Hermann Metzendorf in 1872, Edmund Munfrey in 1875, and Fred Siemer in 1886. Denmark and Norway provided the largest numbers of boat builders, including O.F.L. Farenkam who arrived in 1877, and Henry Anderson in 1893.[11]

The first shipwright known to open a boat yard at India Basin was Johnson J. Dircks. His first yard was located at the corner of 5th Avenue South (Evans) and 'L' (Lane) Street in 1868. Not long after, in 1871, Englishman William I. Stone moved his yard from Potrero Point to 9th Avenue South (Innes), near 'G' (Griffith) Street. In 1876, Johnson Dircks moved his operations to a site next door to Stone's on 9th Avenue South.[12] By 1880, Dircks' and Stone's sons began to apprentice with their fathers. The passing on of knowledge and craft was a common cultural practice among the boat-building families of India Basin; indeed most of the men who had migrated to the area had learned the craft from their fathers in Europe.[13]

The boatyards that operated at India Basin–unlike the industries at nearby Potrero Point like Union Iron Works– were much smaller in scale and tended to operate with informal verbal contracts. Their boatyards were frequently home-based industries, with their houses located on or near the boatyard properties. Not long after opening his yard, Stone built a residence at 911 9th Avenue South that continues to stand today. Despite their small scale, the manufacturing and repairing of hand-made sailing vessels was vital to San Francisco's distinctive maritime-based economy.

Figure 10. Scow Jas. F. McKenna, ca. 1902 Source: San Francisco Public Library

Figure 11. Scow *Wavelet*, built in 1878 by J. Dirks Source: San Francisco Maritime Museum Library

[10] *San Francisco Real Estate Circular* (November 1869).
[11] Crocker-Langley Company, San Francisco City Directories (San Francisco: various years). United States Census:1880
[12] Crocker-Langley Company, San Francisco City Directories (San Francisco: various years).
[13] Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

Henry "Pop" Anderson

In 1892 Dircks subdivided a 75' x 100' lot on the northwest corner of 9th Avenue and 'G' Street and sold what are now Lots 3 and 3A to Charles J. Jorgenson, a Norwegian-born cod fisherman and boat builder.[14] Dircks then sold what is now Lot 2, which contained his shop building and office, to Henry P. "Pop" Anderson.[15] Anderson, a boat builder, also bought Dircks' boat yard located on three contiguous 75' x 100' lots along India Cove. These lots (now consolidated into one: APN 4646/001) remained under the ownership of the South San Francisco Dock Company (the successor to the South San Francisco Homestead & Railroad Association) until 1953 when Pop's son Walter Anderson finally took possession of the land.[16]

The 1899-1900 Sanborn map **(Appendix A)**, the first to cover this part of San Francisco, records the basic physical appearance of Anderson's boatyard. On the lots leased from the South San Francisco Dock Company, there was a one-story frame workshop and an adjoining storage building along the southerly property line (neither of which is extant), several marine ways along the cove, and two adjoining structures on lot 2, including a tool shed, water tank, office, and engine house. These latter structures still stand with the exception of the water tank. A photograph taken of the India Basin boat yards around 1900 shows Anderson's yard in detail **(Figure 12)**.

Figure 12. India Basin ca. 1900. Anderson Boat Yard at center of the photograph. Note shed and water tank to the right of shipways Source: Collection of Ruth Siemer

According to the 1900 Census, Pop Anderson (aged 45) lived nearby at 850 9th Avenue South (now Innes Avenue) with his wife Annie (aged 44) and their children: Harry W., Walter, Alfreda, and Alma. Both Pop and Annie were Danish immigrants who had arrived in the United States in the early 1880s. Pop's occupation was listed in the Census as "ship builder" and that of his son Harry, "apprentice." The 1910 Census indicates that the Andersons remained at 850 9th Avenue South, although

[14] History of the Jorgenson Family by Norma Enid Hanssen, 1985-1986, p. 2

[15] Oral History with William Olsen, San Francisco Maritime Museum, and *San Francisco Bayside, Historical Cultural Resource Survey*, Olmsted R., Olmsted N., Fredrickson, D, and Bente V.

[16] San Francisco Office of the Assessor/Recorder, Deeds on file for APN 4646/001, 002, 003, and 003A.

Pop was now a widower. Harry W., now 26, was recorded as a full-fledged partner in his father's business. In 1920, the Census taker recorded that Pop Anderson no longer lived at 850 Innes (as 9th Avenue had been renamed ca. 1910). Instead, Harry was listed as the head of household. Other residents included his brother-in-law David Austin and his sister Alfreda. By 1930, only the Austin family and Alfreda's sister Alma were living at 850 Innes Avenue.[17]

Pop Anderson ran his boat yard by himself for at least the first two decades after he purchased it from Dircks in 1893. The 1913-15 Sanborn map **(Appendix A)** indicates that Anderson was probably still independent, as his business was still called H.B. Anderson Boat Building. The map shows several physical changes had occurred since the first Sanborn map was published in 1900. The one-story sheds at the rear lot line of Lot 1 had been replaced with a permanent one-story carpenters' shop. The one-story combined engine house and storage shed located on Lot 2 was still standing. At some point between 1900 and 1913 Anderson leased several lots east of Griffith Street (APN 4645/010, 010A, and 011), which had formerly been the location of Stone's and Farenkamp's yards and built additional ways along India Cove. Other buildings east of Griffith Street, including a lumber shed, a planing mill, a large boat building shop, and a marine railway, none of which exist today.[18]

After the First World War, Anderson teamed up with Daniel Larsen and the boat building company became known as "Anderson & Larsen." During the early 1920s, the boat yard was renamed "Anderson & Siemer" in recognition of Anderson's new partner, August Siemer. In 1926, Asundo 'Alf" Cristofani joined the firm and the company became known as Anderson & Cristofani. Despite the decline of the bay scow industry, which had been the bread and butter of the India Basin boatyards since the 1870s, the 1930s witnessed the growth in repair and retrofitting of yachts, pile-driving rigs, tugs, fishing boats and other miscellaneous water craft. In 1941, Pop Anderson died and left his business and Lot 2 (the only property he actually owned aside from his house at 850 Innes) to his children, who in turn reconveyed the property to Walter Anderson.[19]

Insurance documents filed in 1947 record the extent of the Anderson & Cristofani boat yard **(Appendix B)**. A sketch plan that accompanies the documents identifies eleven buildings and structures and facilities, including a large woodworking building on the northeast corner of Innes Avenue and Griffith Street (demolished), the east construction ways (partially extant), the east outfitting dock, the machine shop (extant), tool shed, yard office (extant), paint shop/compressor house (extant), west outfitting dock (partially extant), west repair ways (demolished), and lumber shed and storage building (demolished). The 1948-50 Sanborn map indicates that many changes had occurred since 1915 **(Appendix A)**. Labeled as "Anderson & Cristofani" Boat Building, the map indicates that the yard had reached its fullest extent. Many of the buildings that appear on the 1948-50 map were built ca. 1930 and several exist today, in particular the yard office, the blacksmith/machine shop, and the paint house and compressor house.

In 1953, Anderson bought the 100' x 225' lot containing most of his shipways from the South San Francisco Dock Company. Walter's son Merrill Anderson took over the family business in the late 1950s. The company remained in business under various names until the late 1980s when it was sold to a series of speculators.

Today, India Basin has one active boat yard left, Allemand Brothers. Started by John and Rene 'Flip' Allemand, the yard presently occupies the eastern part of what was once the Anderson & Cristofani yard. John and Rene once worked for Anderson & Cristofani but in 1945 they started their own yard. When filling operations landlocked their yard in the mid-1960s, the Allemands rented the eastern half of the old Anderson & Cristofani yard. Both brothers have died in the last few years leaving the yard to John Allemand. The family does not own the land that the yard is on and its days are probably numbered.

Eligibility

As mentioned above, the former Anderson & Cristofani Boat Yard district appears to be eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction). Although deteriorated and threatened with redevelopment, the yard comprises the largest and best preserved remaining boat yard in San Francisco and the last remnant of the important bay scow building industry. Indeed, ship building was one of the first and foremost of industries of modern San Francisco history, and the most important industry in the Hunters Point district. Contrasting with the large shipbuilding firms of Union Iron Works and the California Dry

[17] U.S. Bureau of the Census, Census schedules for San Francisco: 1900, 1910, 1920, and 1930.
[18] Sanborn Fire Insurance Company, Sanborn maps for San Francisco, CA: 1913-1915.
[19] San Francisco Office of the Assessor/Recorder, Deeds on file for APN 4646/001, 002, 003, and 003A.

Dock, the boat yards of India Basin operated with a traditional European system of apprenticeship. Family owned and operated, boat yard owners lived and worked next to their employees, many of whom were fellow immigrants or their children. Once one of a half dozen yards, the Anderson & Cristofani yard is the last to retain any active wood boat repair functions, and probably not for long. The yards retain several buildings and structures from the earliest days of the yard and much of the machinery remains intact as well, including cranes, winches and maritime railways. As such, the yard retains the characteristics of a dwindling and once important building type: the small family-run shipyard.

Integrity

Once a resource has been identified as being potentially eligible for listing in the California Register, its historic integrity must be evaluated. The California Register recognizes seven aspects or qualities that, in various combinations, define integrity. These aspects are: location, design, setting, materials, workmanship, feeling and association. In order to be determined eligible for listing, these aspects must closely relate to the resource's significance and must be intact. These aspects are defined as follows:

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

The process of determining integrity is similar for both the California Register and the National Register, although there is a critical distinction between the two registers, and that is the degree of integrity that a property can retain and still be considered eligible for listing. According to the California Office of Historic Preservation:

> It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant or historical information or specific data.[20]

In regard to industrial properties, the seven aspects of integrity in order of importance should be: design, association, feeling, location, setting, materials and workmanship. Because the historic character of an industrial building or complex depends more on how it conveys the organization of work, it is important that enough of the original design, including massing, structural systems, and spatial organization, remain intact in order to convey how the property was used. Integrity of association and feeling are ranked next in importance because the building or complex must retain enough overall integrity to express the significance of the industry. Location and setting are important because they illustrate how the industry was sited in regard to transportation and roads, adjoining properties, and similar industries. Materials and workmanship are less important because industrial buildings are typically utilitarian structures that gain their significance more from function than from appearance. Furthermore, alterations to an industrial plant occur quite frequently, especially if the business expands or incorporates newer technology. Alterations to an industrial plant (rather than demolishing it) attests to the flexibility of the original design.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

Please see footnotes for all references used in the preparation of this context statement and D form.

***D8. Evaluator:** Christopher VerPlanck **Date:** September 21, 2007

[20] California Office of Historic Preservation, *Technical Assistance Series No. 6, California Register and National Register: A Comparison* (Sacramento, CA: California Office of State Publishing, November 2004)

San Francisco Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

July 15, 2016

Brett Bollinger
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, California 94013

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the India Basin Mixed-Use Project; SCH# 20160662003 (BCDC Inquiry File No. SF.SB.6501.1)

Dear Mr. Bollinger:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the India Basin Mixed-Use Project, which our office received on June 2, 2016. The proposed project is located on a 38.84-acre site, and consists of two separate properties: 700 Innes Avenue, which would be redeveloped as a mixed-use residential and commercial development and a shoreline open space area, and 900 Innes Avenue, which along with the existing India Basin Shoreline Park, would be enhanced to create a new shoreline park.

The Commission is a responsible agency for this project and will rely on the DEIR when it considers the project. The project is not specific enough at this time for us to comment on every issue raised with respect to the Commission's laws and policies. However, we have prepared comments outlining specific BCDC issues that should be addressed either in the DEIR or through the BCDC permitting process. Once we receive more details on the project, we will be able to provide more detailed responses and can work closely with the project sponsors to ensure the project is consistent with the Commission's laws and policies. Although the Commission itself has not reviewed the NOP, the staff comments are based on the McAteer-Petris Act, the Commission's San Francisco Bay Plan (Bay Plan), the San Francisco Waterfront Special Area Plan (San Francisco Waterfront SAP), the Commission's federally approved management program for the San Francisco Bay, and the federal Coastal Zone Management Act (CZMA).

The staff comments are based on the preliminary project details presented in the NOP. As more details become available, the staff will provide additional comments of greater specificity and direction.

Commission Jurisdiction

From reviewing the NOP, it appears that a portion of the project would be located within the Commission's jurisdiction. The Commission's jurisdiction includes both the Bay itself and the "shoreline band." The shoreline band extends 100 feet inland from and parallel to the Bay shoreline, that shoreline being defined as all tidal areas of the Bay up to the line of mean high tide, or where there is tidal marsh, all areas five feet above mean sea level. The Commission's jurisdiction also includes all areas formerly subject to tidal action that have been filled since September 17, 1965. Within its jurisdiction, the Commission permits are required for activities including the placement of fill, substantial changes in use, and dredging. Permits are issued if the Commission finds the activities to be consistent with the McAteer-Petris Act, the policies of the Bay Plan, and at this location, the policies of the San Francisco Waterfront SAP.

The Commission's jurisdiction over piers that predate BCDC's establishment in 1965, such as the piers at the 900 Inness property, are treated differently depending on the scope and location of the work at such piers. When work would not result in additional coverage of the Bay or substantial changes to the pier's deck or supporting substructure, these piers are considered to be located within the Commission's 100-foot shoreline band jurisdiction. When a project involves substantial repair or removal and replacement of all or a substantial portion of such piers in a manner that significantly extends the life of the structure or would allow the utility of the structure to change, the repaired or reconstructed piers are treated as if they were located within the Commission's Bay jurisdiction. The NOP states that the project would involve replacement of the existing piers at 900 Inness, in which case all proposed activities at the pier would be in the Commission's Bay jurisdiction. Further, any work within 100 feet landward of the piers' edges would be located within the Commission's shoreline band jurisdiction.

Pursuant the CZMA, the Commission is also required to review federal projects for effects on the coastal zone, whether or not the projects are located within the Commission's coastal zone as defined by state law, and to concur with or object to the federal agency's determination or federal permit applicant's certification that a project is consistent with the Commission's laws and policies. Based on the inclusion of a number of federal permits in the "Required Approvals" section of the NOP that the project is also subject to the Commission's regulatory authority under the CZMA. Where a project is subject to both the Commission's state law and federal jurisdictions, the Commission's Coastal Management Plan provides that issuance of a permit under the McAteer-Petris Act will be deemed to be a concurrence with a consistency certification under the CZMA.

The DEIR should provide a detailed and complete project description, clarify where the project would occur within both the Commission's Bay and 100-foot shoreline band jurisdictions, and identify the Commission's permitting role and the federal government's permitting role.

Waterfront Beach, Park Priority Use Area

Section 66602 of the McAteer-Petris Act states, in part, that certain water-oriented land uses along the bay shoreline are essential to the public welfare of the Bay Area, and that these uses include wildlife refuges, water-oriented recreation and public assembly, and, as such, the San Francisco Bay Plan should make provision for adequate and suitable locations for all these uses. In Section 66611, the Legislature declares "that the Commission shall adopt and file with the Governor and the Legislature a resolution fixing and establishing within the shoreline band the boundaries of the water-oriented priority land uses, as referred to in Section 66602," and that "the Commission may change such boundaries in the manner provided by Section 66652 for San Francisco Bay Plan maps."

In 1971, the Commission adopted Resolution 16, which designates the India Basin Shoreline between the PG&E power plant site and Hunter's Point Shipyard for waterfront park, beach priority use. Pursuant to the Commission's authority under the McAteer-Petris Act and the Bay Plan, development within waterfront park priority use areas must be consistent with the Bay Plan recreation policies that describe appropriate uses and other considerations for development and management of waterfront parks. Therefore, any proposals for placing fill, extracting materials, or changing the use of any land, water, or structure within those areas that are designated for waterfront park, beach priority use in the Bay Plan must be developed and managed in a manner consistent with the recreation policies in the Bay Plan, in addition to the other applicable policies of the McAteer-Petris Act, the Bay Plan, and the San Francisco Waterfront SAP.

The DEIR should discuss those areas of the project sites that are designated for waterfront park, beach priority use, the consistency of any proposed uses with this designation and, where there are inconsistencies, how the project sponsors plan to resolve them. For example, private residential and most commercial development within the plan area that is designated in the Bay Plan for waterfront park use would be inconsistent with the Bay Plan recreation policies, unless the Bay Plan were to be amended to remove that designation.

San Francisco Waterfront Special Area Plan

The San Francisco Waterfront SAP identifies the area of the India Basin shoreline subject to this DEIR as a park priority use area. The SAP also includes geographic-specific policies that identify the permitted uses on new or replacement fill as Public Recreation, Open Space and Public Access. These uses are permitted subject to the following geographic-specific policies:

1. The India Basin area should be developed as a major waterfront park in accordance with the Recreation and Open Space Plan of the City of San Francisco. Some fill may be needed.
2. Limited development, preferably Bay-oriented commercial recreation, should be permitted on the shoreline, provided it is incidental to public access and water-related recreation and does not obstruct public access.
3. Continuous public access would be provided along the west site of future Pier 98, along India Basin, and a public access connection should be provided between the two.

The SAP also includes general policies for the San Francisco waterfront that are to be followed unless they conflict with the geographic-specific policies. Such general policies of relevance to this project would appear to include those on Required Public Access and View Corridors.

The DEIR should discuss those areas of the project sites that are designated park priority use under the SAP, the consistency of any proposed uses with this designation and, where there are inconsistencies, how the project sponsors plan to resolve them. The DEIR should also discuss the consistency of the proposed project with the relevant SAP policies.

Commission Law and Bay Plan Policies Relevant to the Project

Bay Fill

Section 66605 of the McAteer-Petris Act sets forth the criteria necessary to authorize placing fill in the Bay and certain waterways. It states, among other things, that further filling of the Bay should only be authorized if it is the minimum necessary to achieve the purpose of the fill and if harmful effects associated with its placement are minimized. According to the Act, fill is limited to water-oriented or minor fill for improving shoreline appearance or public access and should be authorized only when no alternative upland location is available for such purpose.

The DEIR should indicate the amount of fill that would be removed, if any, and the amount of new fill for the project as a whole and for each specific area, as well as the uses associated with the proposed new fill for each specific area. Depending on the amount of net total fill proposed and the uses proposed on fill, the Commission may require that fill be removed elsewhere on the waterfront to mitigate the amount of new fill proposed. Based on the project description in the NOP, it appears that much of the proposed fill would be for public access purposes, which is consistent with our Bay Plan policies.

Public Access and Recreation

Section 66602 of the McAteer-Petris Act states, in part, "that maximum feasible public access, consistent with a proposed project, should be provided." The construction of a residential- or commercial-focused mixed-use development including as many as 1,240 dwelling units or 1,000,000 square feet of commercial and institutional uses will by definition bring more people to the site, and it will impact the existing public access spaces, India Basin Shoreline Park in particular. In addition to mitigating adverse impacts to existing public access areas and use at the site, maximum feasible public access consistent with the project is to be provided.

In order to fully evaluate the public access proposed with the project, the DEIR should include more detailed information regarding existing and proposed public access. The design of the new and improved park and open space areas should be fully described in the DEIR to allow the Commission to fully evaluate the public access proposed with the project.

The DEIR should analyze the number of new residents, workers, customers and other users expected at the site, their impact to existing public access areas, and evaluate whether the proposed new public access areas will accommodate these users and/or mitigate for these impacts. Providing this information will aid the Commission in determining whether the public access proposed with the project is the maximum feasible, consistent with the project. The DEIR should also consider the possible impacts the project may have on public access at Heron's Head Park and other nearby public access areas.

The Bay Plan Public Access policies also provide that "[p]ublic access to some natural areas should be provided to permit study and enjoyment of these areas," recognizing that "some wildlife are sensitive to human intrusion... [and, f]or this reason, projects in such areas should be carefully evaluated in consultation with appropriate agencies to determine the appropriate location and type of access to be provided." The DEIR references existing sensitive habitats, including tidal marsh salt marsh, sand dunes, native vegetation and offshore eelgrass beds, as well as proposed creation of new habitat such as sand dunes, bird islands, recreational beach area, a bioengineered breakwater, brackish lagoons, and wetlands and ponds. The DEIR should discuss how the project will consult with appropriate agencies, including but not limited to

California Department of Fish and Wildlife, U.S. Department of Fish and Wildlife, National Marine Fisheries Service, on the question of the compatibility of the proposed public access with aquatic life, wildlife and plant communities presently at the site, as well as with the habitat creation and enhancement components of the proposed project. Please also discuss the existing onsite wetland mitigation site, and how existing mitigation obligations will be met under the proposed project. To allow the Commission to understand the potential effects of public access on wildlife, the DEIR should also provide information on the species and habitats at the project site, the likely human use of the access, and the potential for significant adverse effects (such as impacts on endangered species, impacts on breeding and foraging areas, or fragmentation of wildlife corridors). Please provide this information both in the site-specific context and within a regional context, identifying any siting, design, or management strategies that could be employed to avoid or minimize adverse effects on wildlife, and how the effects of public access on wildlife will be monitored over time to determine whether revisions of management strategies are needed.

The DEIR should discuss in detail the proposed shoreline trail network, its connections to the Blue Greenway, its proposed incorporation into the Bay Trail, and its links to other shoreline parks and nearby public access areas. Please also provide detail on anticipated public transit use and connections to the project site and the shoreline, as well as the siting and availability of parking for those arriving by car to visit the shoreline.

Recreation Policy No. 3(e) states that non-motorized recreational boating facilities should include, among other things, parking, restrooms, rigging areas, and storage facilities, and further that launching sites should be designed "to ensure that boaters can easily launch their watercraft." The DEIR should identify the proposed launch facilities, whether they include supporting facilities (e.g., parking, restrooms, rigging area, storage equipment), and whether the proposed location was selected to ensure easy access by boaters considering, among other things, wind and wave conditions, site lines, etc.

Finally, the DEIR should identify locations for public access improvements, including furnishings, signage, lighting, possible site programming, and other amenities. Please indicate whether the public access areas permit barrier-free access for persons with disabilities to the maximum extent feasible. Please also detail the proposed maintenance program for public areas.

The project will require review by BCDC's Design Review Board.

Fish, Other Aquatic Organisms and Wildlife

The policies in this Bay Plan section address the benefits of fish, other aquatic organisms and wildlife, and the importance of protecting the Bay's subtidal habitats, native, threated or endangered species, and species that are candidates for listing as endangered or threatened. Policy No. 1 requires that the Bay's tidal marshes, tidal flats and subtidal habitat are to be conserved, restored and increased "to the greatest extent feasible." The DEIR should address how the construction and use of the proposed project would meet these policies and avoid or minimize impacts to special-status species and habitat in the Bay.

Tidal Marshes and Tidal Flats

Bay Plan policies for this section limit filling, diking and dredging projects that would substantially harm tidal marshes or tidal flats. Policy No. 1 in this section requires that such project "be allowed only for purposes that provide substantial public benefits and only if there is no feasible alternative." Policy No. 2 requires that "[a]ny proposed filling, diking, or dredging project should be thoroughly evaluated to determine the effect of the project on tidal marshes and tidal flats, and designed to minimize, and if feasible, avoid any harmful effects." Policy No. 3 establishes the same test for the transition zone present between tidal and upland habitats, and that "[w]here a transition zone does not exist and it is feasible and ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats." Policy No. 8 allows "a minor amount of fill...to enhance or restore, fish, other aquatic organisms or wildlife habitat if the Commission finds that no other method of enhancement or restoration except filling is feasible."

The DEIR indicates that riprap edge of the India Basin Shoreline Park would be partially or wholly replaced with tidal wetlands, and that this wetland creation would be achieved by extending the shoreline approximately 200 feet out into tidally influenced areas. Fill of tidal flats in the form of piers is also proposed. The DEIR should include a thorough discussion of proposed filling of existing tidal marshes and tidal flats (as well as diking or dredging if any is proposed), the anticipated effects on this habitat, and an analysis of alternatives that may avoid or minimize harmful effects. The alternatives analysis should consider the feasibility of identified alternatives.

Subtidal Areas

Policy No. 1 in this Bay Plan section establishes the method of evaluating proposed filling or dredging of subtidal areas, and establishes that "[p]rojects in subtidal areas should be designed to minimize and, if feasible, avoid any harmful effects." However, there are stricter standards for projects in scarce subtidal areas, and subtidal areas with an abundance and diversity of fish, other aquatic organisms and wildlife, including eelgrass beds. Policy No. 2 states in part that

"[f]illing, change in use and dredging in these areas should therefore be allowed only if: (a) there is no feasible alternative; and (b) the project provides substantial public benefits." The DEIR should discuss the project's potential impacts to subtidal habitats. Please identify the present extent of the offshore eelgrass beds at the project site, and discuss if the project would involve fill (e.g., construction of piers or docks) within these areas. If this is the case, the FEIR should discuss the public benefits that would accrue from the proposed Bay fill or dredging, and evaluate these benefits against the public detriment from the loss of important habitat values.

Water Surface Area and Volume

This Bay Plan section provides, in part, that the surface area of the Bay and the total volume of water should be kept as large as possible, and that filling that reduces area and water volume should be allowed only for purposes providing substantial public benefits and only if there is no reasonable alternative. The DEIR should discuss how the proposed project would maintain or improve open water areas in the Bay, with particular attention to the proposed increase in Bay fill from new piers and floating docks.

Water Quality

The policies in this Bay Plan section address water quality and require Bay water pollution to be prevented to the greatest extent feasible. New projects are required to be sited, designed, constructed and maintained to prevent or minimize the discharge of pollutants in the Bay by controlling pollutant sources at the project site, using appropriate construction materials, and applying best management practices. The DEIR should address how the construction and use of the proposed project would be designed to control stormwater runoff and pollution to the Bay, including litter management. The DEIR should also identify the role of the State and Regional Water Boards in reviewing and approving the project.

Policy No. 4 requires that, "[w]hen approving a project in an area polluted with toxic or hazardous substances, the Commission should coordinate with appropriate local, state and federal agencies to ensure that the project will not cause harm to the public, to Bay resources, or to the beneficial uses of the Bay." The DEIR should identify whether any portions of the project site are polluted with toxic or hazardous substances, any anticipated effects associated with such pollution, and the role other agencies will take in the review.

Finally, Policy No. 7 requires that, whenever practicable, native vegetation buffer areas should be used in place of hard shoreline and bank erosion control methods (e.g., rock riprap) where appropriate and practicable. The DEIR should identify the approach the project will take in terms of shoreline armoring at the site, and discuss where the use of vegetation in favor of hard shoreline protection would be appropriate and feasible. Please also discuss the anticipated

performance of the softer shoreline protection measures that are proposed for the project site, including the proposed partial or complete replacement of the riprap edge at the India Basin Shoreline Park property.

Safety of Fills and Climate Change

Climate Change Policy No. 1 states that, "risk assessment[s] should be prepared...based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection...for the proposed project or shoreline area. A range of sea level rise projections for mid-century and end of century based on the best scientific data available should be used in the risk assessment." Policy No. 3 states that where such assessments show vulnerability to public safety, projects "should be designed to be resilient to a mid-century sea level rise projection" and an "adaptive management plan" be prepared.

In addition, Policy No. 4 in the Bay Plan Safety of Fills section states that structures on fill or near the shoreline should have adequate flood protection including consideration of future relative sea level rise as determined by competent engineers. The policy states that, "[a]dequate measure should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of a project.... New projects on fill or near the shoreline should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity." These policies should be read in combination with Public Access Policy No. 5, which states in part, that public access areas "should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding."

For the project site, the DEIR should identify the Mean Higher High Water, the 100-year-flood elevation, mid- and end-of-century rise in sea level projections, anticipated site-specific storm surge effects, and a preliminary assessment of the project's vulnerability to future flooding and sea level rise. The DEIR should also describe how the project has been designed for adapting to, tolerating, and managing sea level rise and shoreline flooding at the site to ensure the project is resilient to mid-century sea level rise projections, and how it can adapt to end of the century projections. The DEIR should indicate whether any proposed long-term adaptation strategies would adversely effect or reduce in size public access areas, and possible ways to minimize these effects.

The project may need to go before the Commission's Engineering Criteria Review Board (ECRB), which reviews projects "for the adequacy of their specific safety provisions, and make[s] recommendations concerning these provisions [and] prescribe[s] an inspection system to assure placement and maintenance of fill according to approved designs." The staff recommends that the project sponsor consult with the Commission's staff engineer, and if necessary, seek early guidance from the ECRB.

Shoreline Protection

The Bay Plan establishes criteria by which new shoreline protection projects may be authorized and by which existing shoreline protection may be maintained or reconstructed. Policy No. 4 requires that "shoreline protection projects should include provisions for nonstructural methods such as marsh vegetation and integrate shoreline protection and Bay ecosystem enhancement, using adaptive management," whenever feasible and appropriate. New shoreline protection projects are also to avoid adverse impacts to natural resources and public access, and mitigation or alternative public access must be provided when avoidance is not possible. The DEIR should catalog the existing shoreline protection structures at the project site and identify where maintenance or reconstruction is required. The DEIR should also discuss in detail the proposed methods for new shoreline protection, including an analysis of their potential to adversely impact natural resources or public access. The proposed project includes shoreline protection in at least some areas that include provisions for establishing marsh and transitional upland vegetation as part of the protective structure. If there are areas of shoreline protection where such methods are not proposed, please consider if they would be feasible.

Public Trust

The public trust doctrine holds that navigable waters and tidal lands are the property of the state and must be protected for public use and enjoyment. The Bay Plan policies on public trust lands states, in part, that when taking actions on such land, the Commission "should assure that the action is consistent with the public trust needs for the area and, in the case of lands subject to legislative grants, would also assure that the terms of the grant are satisfied and the project is in furtherance of statewide purposes." Public trust uses cited in the Bay Plan include commerce, navigation, fisheries, wildlife habitat, recreation and open space.

The DEIR should indicate where the State's public trust requirements apply to the proposed project, discuss how the project affects the public trust, and indicate that the Commission's determination regarding a project's consistency with the public trust doctrine is done independently and in consultation with the State Lands Commission.

Thank you for providing the staff with an opportunity to review the NOP of a DEIR for the India Basin Mixed-Use Project. We recognize the importance and scope of this project and hope these comments aid you in preparation of the DEIR. We look forward to working with you and the project sponsors as the project is developed and through the permitting stage. If you have any questions regarding this letter or the Commission's policies and permitting process, please do not hesitate to contact me at 415/352-3618 or ethan.lavine@bcdc.ca.gov.

Sincerely,

ETHAN LAVINE
Principal Permit Analyst

EL/ra

cc: State Clearinghouse
Nicole Avril, San Francisco Recreation and Parks Department
Courtney Pash, Build Inc.

Brian Dirks
35432 26th Place S.
Federal Way WA 98003

Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
sarah.b.jones@sfgov.org

Subj: Environmental Impact Report/India Basin Shoreline

Dear Ms. Jones:

My name is Brian Dirks and I am a direct descendent of Jan Janse (Johnson) Dirks, the first inhabitant of the Shipwright's Cottage and the first of the San Francisco scow builders to bring his boatyard to India Basin in 1868. Known by his contemporaries as "Honest John, the Hollander" and "Long John Dirks," the 6-foot, 6-inch carpenter was also the first Dirks of our family to settle in America, having jumped ship in San Francisco after a presumably unpleasant passage around the Horn. He had six children, and we descend from his youngest son, George Jessie Dirks, who continued in the maritime trade as did subsequent generations of our family. We cherish our nautical family heritage, and that is why our entire clan has an interest in the design and planning of the park at 900 Innes and this is the reason I am submitting these comments.

When considering the cultural resources (Section 4) of this project, one must keep in mind that the Shipwright's Cottage is not an important asset simply because it is an old house, but rather, because it was a part of a key industry integral to the development of San Francisco and the whole Bay Area. The rivers and bay carried the agricultural riches of the countryside to the towns and allowed them to grow into dense cities. This trade was carried in wooden, flat-bottomed sailing vessels built in a number of boatyards dotted around the Bay, including those built by my ancestor. The Anderson & Cristofani boatyard at India Basin was the last remaining example of this crucial industry. The cottage is an important element in that boatyard, however, its importance pales to insignificance without the context provided by the other remaining buildings.

Future generations can learn this story of wooden boat-building by visiting the park and viewing exhibits and documents describing this history. For instance, the *Equator*, the schooner on which Scottish writer Robert Louis Stevenson and his free-spirited wife Fanny sailed from Hawaii to Samoa, was built as a copra trader by prolific shipwright Matthew Turner at his boat yard in Benicia for the Wightman Brothers. My great-great grandfather, George Jessie Dirks, was the boss caulker for the *Equator* and my great grandfather, George Oliver Dirks, served his caulking apprenticeship on this vessel, which now rests in solitude at the Port of Everett in

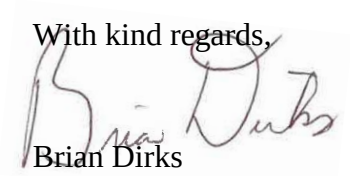
Washington. Wouldn't it be wonderful if the *Equator* were to be moved to India Basin as a centerpiece for restoration?

Of course Jack London's private sailing yacht, the *Snark*, was built at Hunter's Point and is an important part of the San Francisco Bay heritage. The *Alma* scow was built in this area as well by a boat building contemporary of Johnson Dirks and continues to be a popular tourist draw to visitors of the Bay area. It is exposure to the actual historic fabric that sparks the most vivid images and the most indelible memories. It is the telling of these and many other stories that is the raison d'etre of the park at 900 Innes. To do that requires the preservation of all the existing buildings and marine ways. The true value of the Shipwright's Cottage can only be appreciated in the context of how it was used and the activities it enabled.

This study should explore a variety of ways to tell this story including creating a wooden boat-building school as suggested by the India Basin Neighborhood Association. It may be possible to secure some of the actual woodworking machinery used at Anderson & Cristofani boatyard, and install it in one of the restored sheds. Such a school would, of course, be a superb demonstration of the historical activities at the site, but would also provide a means for local youth to learn the skills and joys of craftsmanship.

The descendants of Johnson Dirks, while well-scattered across the country now, would thrill at the thought of returning to this important center of our ancestral heritage to see how it might have been during the heyday of ship building in San Francisco Bay. For that reason we join historians and local residents alike in advocating for restoration of the property to a site that truly reflects its important contributions to the maritime history of not only the Bay area, but to entire West Coast.

With kind regards,



Brian Dirks
Fifth Generation Descendant of Johnson Dirks

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
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Mr. Brett Bollinger
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

India Basin Mixed-Use Project – Initial Study and Notice of Preparation

Dear Mr. Bollinger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the India Basin Mixed-Use Project. The new Caltrans mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide vehicle miles traveled (VMT) and increase non-auto modes of active transportation. Caltrans plans to increase non-auto mode shares by 2020 through tripling bicycle, and doubling pedestrian and transit trips. These targets also support the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan/Sustainable Communities Strategy (SCS), which promotes the increase of non-auto mode shares by ten percentage points and a decrease in automobile VMT per capita by ten percent. The following comments are based on the Initial Study and Notice of Preparation.

Project Understanding

The project is co-sponsored by Build Inc. and the San Francisco Recreation and Parks Department (RPD). Build Inc. would develop 17.12 acres of privately owned land plus 5.94 acres of public rights-of-way. Two options of a mixed-use development are being considered: the proposed residential-focused mixed-use development; and the maximum commercial variant (with fewer residential dwelling units and more commercial development than the proposed residential project). The following table summarizes the key differences between the proposed project and the variant:

	Proposed Project	Proposed Project Variant
Residential Units	1,240 units (1,240,100 gsf)	500 units (417,300 gsf)
Retail/Commercial/R&D Laboratory/Clinical Care	275,330 gsf	1,000,000 gsf

	Proposed Project	Proposed Project Variant
Vehicle Parking Spaces	1,800 spaces (679,900 gsf)	1,912 spaces (717,365 gsf)
Bicycle Parking Spaces	1,240 minimum	500 minimum
Building Height / Stories	Up to 120 ft / 11 stories	Up to 90 ft / seven stories

As part of both the proposed project and the variant, RPD would improve 14.2 acres of publicly owned parcels plus 1.58 acres of unimproved streets. The total size of the project is approximately 38.84 acres. The project site is located in the Hunter's Point neighborhood, between Innes Avenue and the India Basin shoreline. The privately owned parcels are located on the northeast side of Innes Avenue between Griffith Street and Earl Street. The nearest access to the State transportation network is 2.2 miles south of the project site, at the US 101 / Third Street interchange. Other nearby access points include: the Interstate 280 (I-280) / Chavez Street; the US 101 / Chavez Street; and the US 101 / I-280 / Alemany Boulevard interchanges.

Lead Agency

As the Lead Agency, the City and County of San Francisco (the City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities, and Lead Agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document, a draft of which should be included in the draft Environmental Impact Report (EIR) for our review. Required roadway improvements should be in place prior to completion of the project.

Transportation Impact Fees

Please identify the project-generated traffic and estimate the costs of public transportation improvements necessitated by the proposed project and the variant. The draft EIR should estimate the costs of the needed improvements and identify viable funding sources such as development impact fees or transportation impact fees. We encourage a sufficient allocation of fair share contributions toward multi-modal improvements and regional transit projects in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support projects and measures to reduce VMT and increase sustainable mode shares.

Traffic Impact Study

The Initial Study determines that the proposed project and variant could substantially induce additional automobile travel by increasing roadway capacity and generating new traffic to and from the project site, thus a Transportation Impact Study (TIS) will be prepared. Please ensure that the draft EIR includes the TIS, including an analysis of the travel demand expected from the proposed project and variant and its impact to the State transportation network. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis, available at the following website:

http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Please ensure that the TIS is prepared providing the information detailed below:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, car/bike parking, and transit facilities.
- A schematic illustration of walking, biking, and auto conditions at the project site and study area roadways, trip distribution percentages and volumes, and intersection geometrics (i.e., lane configurations for AM and PM peak hour periods). Potential safety issues for all road users should be identified and fully mitigated.
- The planning area's building potential as identified in local and regional plans. The environmental document should evaluate the project's consistency with the Circulation Element of the City's General Plan, the Congestion Management Agency's Congestion Management Plan, as well as with MTC's SCS. In evaluating consistency with the SCS, specify if the project is in a Priority Development Area.
- Mitigation for increasing VMT should be identified. Mitigation may include contributions to the regional fee program as applicable, and should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers, and transit performance should be evaluated; this includes countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrian, bicycle, and transit facilities must be maintained.

Modernization of Transportation Analysis

Appendix A of the Initial Study contains the eligibility checklist which provides screening criteria for determining if a project qualifies as a transit-oriented infill project and if a detailed VMT analysis is required for a project. This checklist is in response to CEQA Section 21099, Modernization of Transportation Analysis. Please address the following discrepancies found in the eligibility checklist:

- **Table 1.** The findings for Criterion 3 show that the project site is located within a "transit priority area." This is supported by stating the location of nearby Muni Bus Lines 19, 44, and 54, all within a half-mile of the project site. Note that a "transit priority area" is defined as within a half-mile of a "major transit stop," which is defined as "the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods" (CEQA Section 21064.3). While Muni Bus Lines 19 and 44 satisfy the intersection and headway criteria for a major transit stop, Line 54 does not. Though this discrepancy does not affect the findings of Criterion 3, inclusion of Line 54 causes confusion as it does not support

the findings. Similarly, the transit priority areas map—included as Attachment B—does not appear to reflect what is defined in CEQA.

- **Table 2a.** The findings for Criterion 1 show that the project does not require a detailed VMT analysis. Projects that propose multiple land use types must qualify for the screening criterion for each of the land use types. The residential and retail land use types qualify under this screening for the project's transportation analysis zone (TAZ); however for the office land use in this TAZ, the project does not qualify. The City's Transportation Sustainability Program maintains a VMT threshold of 15% below regional VMT per job. For the office land use, the project does not achieve this target. Based on this discrepancy, a detailed VMT analysis will be required for this project.

- **Table 2b.** The first sub-criterion of Criterion 2 echoes the comment for Table 1.

Vehicle Trip Reduction

Given the size of the project and its potential to generate trips to and from the project area, the project should include a robust Transportation Demand Management (TDM) program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The following are example TDM strategies for the City's consideration:

- Project design to encourage walking, bicycling, and convenient transit access;
- Parking cash out/parking pricing;
- Formation of a Transportation Management Association (TMA) in partnership with other developments in the area;
- Adoption of an aggressive trip reduction target with Lead Agency monitoring and an enforcement program;
- Transit fare incentives such as such as free or discounted transit passes on a continuing basis; and
- Public-private partnerships or employer contributions to provide improved transit or shuttle service to the project area.

Implementing these TDM measures will help the project become more consistent with the MTC Sustainable Communities Strategy and the Caltrans Strategic Management Plan goals. Please refer to Chapter 8 the FHWA *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at:

http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

Please also refer to *Reforming Parking Policies to Support Smart Growth*—a Caltrans-funded MTC study—for sample parking ratios and strategies that support compact growth. Reducing

parking supply can encourage alternate forms of transportation, reduce regional vehicle miles traveled, and lessen future impacts. This handbook is available online at:

http://mtc.ca.gov/sites/default/files/Toolbox-Handbook.pdf

The proposed project and variant meet the criteria for statewide, regional, or areawide significance, as defined in the CEQA Guidelines (14 CCR § 15206). In addition to sending the draft EIR to the State Clearinghouse, CEQA requires that the Lead Agency also submit to the appropriate metropolitan area council of governments for review and comment. Should you have any questions regarding this letter, please contact Jesse Schofield at 510-286-5562 or jesse.schofield@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

inspiring people to protect
Bay Area birds since 1917

Date: June 30, 2016

Via email and U.S. Postal Service
To: Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Sarah.B.Jones@sfgov.org

Re: **Case #2014-002541ENV**

Public Scoping comments on India Basin Mixed-use Project: 700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park and India Basin Open Space

Dear Ms. Jones,

Thank you for this opportunity to comment on the India Basin Mixed-use project public scoping document as proposed by Build Inc. and the San Francisco Recreation and Parks Department. We submit these comments on behalf of the Golden Gate Audubon Society (GGAS). We are excited about the potential of these Indian Basin Shoreline properties, and are happy to see SF Recreation and Parks Department and Build Inc. working together to develop the project plan.

Overall comments:
We would like to point out some items not contained in the Notice of Preparation of the EIR that we think will be important to successful planning and community support for the project.

1. Overall Project Description:
    a. The project does not yet refer to the India Basin Shoreline Plan that was developed with comments submitted in 2009 by the community, including Golden Gate Audubon and other non-profit organizations. This plan considered the entire area including Hunters View, Candlestick Point, and Hunters Point Shipyard. Comments received on the larger plan are relevant and will be helpful in anticipating and addressing public concerns.
    b. The project does not describe the plans for the former PG&E Power plant which was decommissioned in 2006. In 2008 the land was being remediated. This adjacent site is a critical piece of the Bay Trail, Blue

GOLDEN GATE AUDUBON SOCIETY
2530 San Pablo Avenue, Suite G Berkeley, California 94702
phone 510.843.2222 fax 510.843.5351 web www.goldengateaudubon.org

Greenway and the connectivity between India Basin and Heron's Head Park, and should be considered in these plans.

c. The proposal describes 2 piers for hand-powered boats. There is a hand powered boat launch currently available nearby at Islais Creek and another planned for the Candlestick park area. It will be important to assess whether more access is actually needed, and plan the access points where they will be most useful to boaters while having the least negative impact to wildlife and habitat.

d. The project diagrams currently do not show anticipated sea-level rise and how it will affect shorelines, adjacent lands, and new structures. This information is crucial to project planning, and much work has been done to anticipate future sea-level in the SF Bay: http://geology.com/sea-level-rise/san-francisco.shtml

e. The project should incorporate the Baylands Subtidal Habitat Goals for San Francisco recommendations where possible (See Section J http://baylandsgoals.org/wp-content/uploads/2015/10/Baylands_Complete_Report.pdf)

2. Audubon Special Concerns: As advocates for habitat and wildlife values and connecting people to nature, we have some special concerns that we always advocate for in the planning of new projects.

a. All buildings must meet or exceed San Francisco's existing Standards for Bird Safe Buildings (http://sf-planning.org/standards-bird-safe-buildings). Especially along the waterfront or at the edge of open space, glass windows can attract and kill birds, and should meet SF Planning Department standards.

b. Habitat values, for nature and recreation, are often driven by appropriate plants. BCDC has excellent Shoreline Design Guidelines and a Shoreline Plants Landscape Guide (http://www.bcdc.ca.gov/planning/SPLG.pdf) for the San Francisco Bay as a resource for choosing native plants that can protect the area and improve habitat for nature and recreation. In addition some of the unique native plants in India Basin have been identified by the Yerba Buena chapter of the California Native Plant Society (http://www.cnps-yerbabuena.org/slideshow/slide.html). It may be valuable to incorporate as much the existing native plant stocks from Hunter's Point Ridge, and plan work that avoids unnecessarily shocking or destroying the existing habitat.

c. Lighting is important for access and security, but should be used sparingly and appropriately so as not to negatively affect human or wildlife health. See the Better Streets Plan to prevent sky glow and other light pollution (http://www.sfbetterstreets.org/find-project-types/streetscape-elements/street-lighting/.)

d. This area is important for breeding birds and also for spawning herring. Any on-the-ground construction work should be done at times when wildlife is minimally affected.

e. Projects in habitat areas can negatively impact ground dwelling wildlife (reptiles, jackrabbits etc.) Work along the shoreline, transition zones and

uplands should be phased so those grounds nesting birds and other wildlife have an opportunity to move to an adjacent site and then relocate back.

f. India Basin is a biodiverse and important habitat for resident, migrating and overwintering birds. The project has the potential to protect and improve the upland, coastal scrub, wetlands along the shoreline with California Sea Blite and waters with eelgrass into San Francisco Bay. Brant are one of the species that depend on the eelgrass beds in India Basin. The project should work to protect these natural resources. http://www.westcoast.fisheries.noaa.gov/publications/habitat/california_eelgrass_mitigation/Final%20CEMP%20October%202014/cemp_oct_2014_final.pdf

g. Natural shoreline and wetland serves a number of important purposes, including cleaning the water, carbon sequestration, providing habitat for birds and benthic organisms, and is a place where people can interact directly with the Bay. We encourage creating a more natural coastline wherever possible, and removing sea walls and riprap.

3. Transportation and Circulation
   a. The current discussion of transportation does not include information on hand-powered boats or transportation and parking to haul these boats to and from the boat launch sites.
4. Utilities and Service Systems
   a. The notice does not yet include considerations regarding trash, recycle, and compost collection that must be included for the proposed project.
   b. The India Basin Shoreline Plan and San Francisco's Stormwater Management Requirements and Design Guidelines should be used to reduce runoff in new development and redevelopment. See http://sfwater.org/index.aspx?page=1000

In addition to overall project comments, we have specific comments/questions regarding particular project components:

5. India Basin Shoreline Park – RPD
   a. Page 7 discusses the current India Basin Shoreline Park in "outdated condition, requiring maintenance and used only minimally". The new plan should address how maintenance will be accomplished over the long term.
6. India Basin Open Space – RPD
   a. Page 7 how will the wetlands mitigated from the San Francisco Airport be conserved as part of this project?
   b. How would the proposed pier and hand powered boat launch impact the eelgrass beds and overwintering and nesting birds? Some of these near-shore areas are important anchovy and herring spawning areas that should be protected during certain months of the year. Are there other alternative areas to consider placing a boat launch?
   c. Why is the storm drain and outfall not maintained and operated by the City of San Francisco or San Francisco Public Utilities Commission?

   d. Will it be possible to add more bio-swales and retention gardens at the edge of the park facing Hunters Point Blvd. in order to capture street run off and run off from the Ridge and hills?
7. Park and Open Space – Build Inc.,
   a. Page 9: Bird islands are interesting and could be valuable for nesting and roosting birds. What guidelines would be in place to prevent access by the operators of hand powered boats?
   b. The project proposes barbecue pits or grills. This community has experienced air pollution. Air quality and potential for fire should be evaluated in all spaces where barbecue grills are considered.
   c. The wetlands are encouraged to buffer the shoreline from anticipated climate change storm surge and sea level rise. The wetlands will also enhance the water and air quality and provide habitat for birds and other wildlife and an enhanced recreational place for residents and visitors to the area.
8. In Water
   a. Page 10: Is the barge to remain on site? Will the pier replace a historic pier or is this a new pier site?
   b. How will boaters (including hand powered boaters) avoid marine mammals and birds and eelgrass beds? How will hand powered boaters avoid underwater debris (shipwrecks and other)?
   c. As mentioned above, Audubon supports replacing the riprap edge with tidal wetlands.
9. Development
   a. Page 11: There is a significant difference between the" proposed project" and the "proposed project variant". The differences including wind, shadow, residential usage and commercial usage and impacts to wildlife should be defined.
   b. Green building codes are cited, but the SF Planning Commission's Bird-safe Building Ordinance should be included as well.
   c. There is much open space and parkland being considered. We encourage designers to consider the greatest possible habitat value for open spaces, where concrete is used sparingly, and natural ground cover and native plants are incorporated wherever possible.
10. Proposed Project
   a. Page 12: In addition to LEED, the project structures should adhere to the San Francisco Standards for Bird Safe Buildings.
   b. Page 13: Publicly accessible Open Space and Parkland: Golden Gate Audubon supports retaining the natural character of the open space and native grasslands, stormwater and shoreline wetlands, wet meadow and native or non-invasive trees.
   c. In-water: The proposed pier should be evaluated for impacts to eelgrass beds, herring, marine mammals, rafting water birds and shorebirds.
   d. Page 28: Spring Cutoff Drain: The spring should be evaluated as an environmental education component, as connectivity to the India Basin and a water source for birds and other wildlife. The El Polin Spring in the

Thank you for this opportunity to comment on these developing plans. Please feel free to contact me to discuss any of these recommendations further.

Best regards,

Cindy Margulis

Cindy Margulis
Executive Director

June 30, 2016

Brett Bollinger
San Francisco Planning Department
Environmental Planning Division
1650 Mission Street Suite 400
San Francisco, CA 94103

Greenaction for Health and Environmental Justice Scoping Comments on the Proposed India Basin Mixed Use Project

On behalf of our members and constituents in Bayview Hunters Point, San Francisco, we submit the following Scoping comments regarding concerns with the Initial Study and other issues that must be considered and evaluated in the preparation of an Environmental Impact Report for the proposed India Basin Mixed Use Project.

Greenaction For Health and Environmental Justice is a multiracial grassroots organization that works with low-income and working class urban, rural, and indigenous communities to fight environmental racism and build a clean, healthy and just future for all. Greenaction has been involved in environmental health and justice advocacy in Bayview Hunters Point since we were founded in 1997. This low-income community of color continues to be negatively and disproportionately impacted by pollution, gentrification, health disparities, and other forms of environmental, social, economic injustice.

Planning Department Improperly Rejected Request for Extension of Public Comment Period and Translation of Public Notice and Key Documents:

On June 7, 2016, Greenaction emailed the Planning Department with the following request:

> On behalf of our members and constituents in Bayview Hunters Point impacted by the proposed India Basin Mixed-Use Project, we request the Planning Department provide an extended public comment period beyond July 1, 2016. Due to the complexity of the many issues including many potential significant impacts already identified, and the need to ensure meaningful civic engagement in this process, we request that the comment period be extended to July 30, 2016. In addition, can you tell us if the notice and/or environmental documents were prepared and provided in any language other than English, as it is vital that all members of the community are informed about what is proposed and how they can provide input. If such translations were not provided, we hereby request a notice and underlining documents immediately be made available in other relevant languages spoken in the community.

On June 9, 2016, the Planning Department responded via email and denied our requests. While the Planning Department response stated they would accept "late" comments, that is not adequate as there is no legal guarantee that comments submitted after the official comment period ends would be part of the administrative record.

We believe the denial of our request for a modest extension of the public comment period and for publishing a notice and key documents in languages spoken in the community is improper and effectively denies many members of the community their lawful and civil rights to meaningful participation in a public process on a proposed project that very well could have a significant and negative impact on their well-being, environment and community.

As a result of the Planning Department's rejection of our requests, non-English speaking residents will likely never know about this Scoping Process as they cannot read the Notice if by some chance they receive it. Even if non-English speaking residents did receive the notice, which is solely in English, they would not be able to provide meaningful comments as they cannot read or understand the Notice or the underlying documents such as the Initial Study.

Environmental Review Topics:

The Initial Study prepared in 2014 accurately identified a number of issues and potential impacts from the proposed project that would have significant impacts. Full analysis of these significant impacts must be done, and we believe many of these significant impacts may not be able to be mitigated.

The Initial Study incorrectly and improperly concluded that there were certain environmental review topics that would not be addressed in an EIR. These include: land use and land planning, aesthetics, population and housing, greenhouse gas emissions, geology ad soils, mineral/energy resources, agriculture and forest resources. Some of these will be explain in more detail below. The study states that

> All items in the Initial Study Checklist that have been checked "Less than Significant Impact," "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic... the conclusions regarding potentially significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department.

Greenaction strongly disagrees with the conclusion in the Planning Department's Initial Study to exclude many of the above mentioned issues from evaluation in the EIR. We base this assertion due to two factors:

(1) We assert that this project's potential impact on land use and land planning, aesthetics, population and housing and greenhouse gas emissions in Bayview Hunters Point will indeed be significant; and

(2) Even if these issues individually were to be evaluated in an EIR and determined to be "less than significant," the cumulative, combined impact of these issues is likely is quite significant and thus must be considered individually and cumulatively in the EIR.

Compliance with Civil Rights Laws:

As the City and County of San Francisco receives federal and state funding, it is subject to and must comply with state and federal civil rights laws (California Government Code 11135 and Title VI of the United States Civil Rights Act). The EIR for this project must evaluate all potential significant impacts that would have a negative discriminatory and disparate impact on people of color. As this project is proposed for Bayview Hunters Point, and as it would have significant impacts that may not be able to be mitigated, an analysis of whether this project would have a discriminatory and disparate

impact on people of color and thus violate the civil rights of people of color residents is required.

Hazardous Waste and Toxic Contamination in and next to the Project Area:

The proposed project site contains toxic contamination from prior industrial activities in the area. The project site is also next to the federal Superfund/National Priorities List site at the Hunters Point Shipyard which is contaminated with radioactive and toxic waste.

Project proponents have acknowledged that comprehensive testing has not been completed to assess the full extent of contamination, and have stated to Greenaction that the plan for any remediation or cleanup would be made after the design for the development is made. This is an enormous concern and threatens the accuracy and integrity of the EIR process.

An EIR cannot be prepared, meaningful comments cannot be made, and an analysis of potentially significant impacts cannot likely not be accurate without knowing the extent of contamination at the site and plans for remediating and/or cleaning up the contamination. The EIR must additionally evaluate the potential impact of the Navy's plan to leave large amounts of radioactive and toxic waste at the adjacent Shipyard Superfund Site that is threatened by sea level rise, as this could have a negative impact on the environment and health of people living and working at the India Basin development site.

If an accurate assessment of the contamination at the site is not conducted, and an adequate and health-protective cleanup plan not approved prior to the EIR process, then the EIR clearly must analyze – and conclude – that the India Basin project would have a significant negative impact that cannot be mitigated if toxic contamination at and next to the site is not fully cleaned up.

A plan for a full cleanup must be made before the design starts so that the design can be made around the areas that need cleanup. If the design for the development is done as currently planned, it will be difficult to clean up certain areas and impossible to evaluate the full potential impacts of the contamination in an EIR process.

The only way to mitigate the presence of toxic contamination is to safely and completely remove this contamination. The health and safety of Bayview Hunters Point residents must be fully protected in all stages of this project.

Sea Level Rise:

Sea level rise was only mentioned once in the entire Initial Study - in the "Hydrology and Water Quality" Section. The study stated that the site "could" experience "climate-change-related sea level rise." This conclusion if factually incorrect, as there is no doubt based on all the latest scientific evidence and projections, that the site ***will*** experience potentially severe climate change sea level rise impacts.

As the proposed project is located directly on the waterfront, this issue needs to be comprehensively and thoroughly evaluated using the most recent scientific projections. This is especially a concern as there is toxic contamination at the site near the waterfront.

The initial study used outdated information on sea level rise. Since that report was written, the predictions for how much sea level will rise in San Francisco have gone up dramatically. Therefore the

current estimates of projected sea level rise must be used in the EIR and accurate assessment based on the latest science must be thoroughly evaluated in the EIR.

The state government's California Climate Action Team now estimates that sea level will rise an additional 10 to 17 inches by 2050 and 31 to 69 inches by 2100 or more. San Francisco Department of the Environment projects sea level increasing by 11 to 19 inches by 2050, and 30 to 55 inches by 2100.

In March 2016, the City and County of San Francisco released a "San Francisco Sea Level Rise Action Plan," which will provide a foundation for a citywide sea level rise adaption plan (the expected completion of this report is 2018). The SLR Action Plan is based on important climate science and provides a sobering portrait of many of the likely effects of sea level rise on the San Francisco waterfront. For example, the report notes that, by the year 2100, sea level for San Francisco could rise by 66 inches. In the event of extreme tides or coastal storms, sea level could reach 108 inches, or 9 feet. Coastal hazards that increase with sea level rise include temporary coastal flooding, urban flooding (caused by rainfall runoff, which would impede the city's combined sewage and storm water systems), shoreline erosion, daily tidal inundation and regular King Tide floods, and extreme storms.

The EIR must thus thoroughly evaluate all the potential impacts of what clearly and ominously may be massive sea level rise, storm surges and inundation of the project site.

Greenhouse Gases:

The Initial Study incorrectly concluded that greenhouse gases will not be assessed as an environmental factor in the EIR. In 2016, in an area where this is already a serious pollution problem, greenhouse gasses should not be allowed to be taken off the list of necessary environmental review topics as there is a serious potential for a significant impact from greenhouse gas emissions.

We thus challenge as factually incorrect the Initial Study's conclusion that the proposed project would be consistent with the San Francisco Reduction Strategy and would not generate GHG emissions in a manner that would have a significant impact on the environment. The potential impact of greenhouse gas emissions must therefore be included in the environmental review topics that will be included in the EIR.

The Initial Study found that there could be a "potentially significant impact" for "Cause substantial additional vehicle miles traveled" under the Transportation section. This directly impacts and would increase greenhouse gas emissions. In addition, construction equipment working on this massive project will likely result in significant GHG emissions.

Air Quality:

The Initial Study found that there could be potentially significant impacts from violation of air quality standards, cumulatively considerable net increase of any criteria pollutant, odors, conflict with air quality plan."

Impacts on neighborhood air quality must be evaluated and the existing in pollution must be taken into account when air quality is considered in the EIR. As residents already suffer high rates of asthma and other respiratory illnesses, air quality is an enormous concern that must be accurately and cumulatively evaluated.

Cumulative Impacts of Pollution and Health, Socio-Economic Factors:

The Bay Area Air Quality Management District has identified Bayview Hunters Point as a "CARE" community that is disproportionately and negatively impacted by pollution. The fact that that Bayview Hunters Point is significantly and cumulatively impacted by historic and current pollution – including mobile and stationary sources – is also recognized by the wide range of local, regional, state and federal regulatory agencies.

The EIR must include a thorough cumulative impact analysis that evaluates all the potential environmental, health, and socio-economic impacts of the India Basin project combined with existing impacts in the community historically and today.

Land Use, Gentrification, and Affordable Housing:

On page 51 of the Initial Study, under Land Use, section LU-3, it is stated that "the proposed project and variant would not have a substantial adverse impact on the existing character of the vicinity. (Less than Significant)" (51). Greenaction strongly disagrees with this assessment.

Bayview Hunters Point is a community under attack by developers who are gentrifying the neighborhood and changing its character from a predominantly people of color community to one with thousands of high-end condos, townhouses and homes that most residents could never afford.

This proposed development has the strong potential to further gentrify the area by creating a development with only minimal "affordable housing" and with most residential units priced too high for many current residents to afford. By building developments that most residents of Bayview Hunters Point cannot afford, the culture of the neighborhood is changed, the price of housing and commercial rents in the neighborhood goes up, and therefore forces out people who are already longtime residents of the community.

The EIR should consider, and conclude, that the current plans for the project are inadequate to prevent further gentrification of the neighborhood. The only way to avoid and mitigate this significant impact is that the development needs more affordable housing for the current residents living in Bayview and Hunters Point. When the term "affordable housing" is used, we are referring to affordable housing that is based on the actual incomes of residents currently living in the area. Currently, at least 149 affordable units must be built in the development (or a fee can be paid to avoid building them at all). At a minimum, at least half of the total units proposed to be built should be real affordable housing and accessible to current residents of Bayview Hunters Point.

With a massive increase in higher-end residential development, the neighborhood will also change in other ways including higher commercial rents resulting in evictions of the many community-owned small businesses along 3rd Street. BVHP is already experiencing dramatic rent increases and changes in demographics, and the EIR must evaluate in depth the potential impacts on housing and the overall environment of the community.

The project proponents should also work in a broad and representative community process prior to finalizing their project plan to reach a Community Benefits Agreement that will address and prevent all negative impacts that might arise from their project – and any such agreement should be reviewed in depth in the EIR.

Bus Routes:

This project would change existing bus routes in the neighborhood that would affect community members that live close to India Basin and those that live farther away. We do not want the community to be inconvenienced by changing bus routes. A full assessment of the effects of changing these specific bus routes should be analyzed in the EIR.

Please respond to these comments in writing.

Submitted by,

Bradley Angel, Executive Director
Claire Laurentine, Intern
Marie Harrison, Bayview Hunters Point Community Organizer
Etecia Brown, Bayview Hunters Point Community Organizer

Greenaction for Health and Environmental Justice
559 Ellis Street, San Francisco, CA 94109
greenaction@greenaction.org

INDIA BASIN NEIGHBORHOOD ASSOCIATION

June 29, 2016

Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: India Basin Mixed-Use Development EIR / Case #2014-002541ENV

Advocating for our community since 1994

Dear Ms. Jones,

On behalf of India Basin Neighborhood Association (IBNA), please find enclosed our written comments on the above-named project. Several of our Board members and general membership attended the public Scoping Meeting held earlier this month, and provided oral comments, which we understand will be made part of the official record.

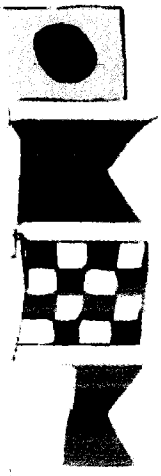
We are very interested in this project, and ask that you keep us on the mail and email list announcing upcoming public meetings. Our mail address is listed below, and email may be sent to: info@indiabasin.org

Please let me know if IBNA can provide you any additional information.

Sincerely,

Sue Ellen Smith, Chair
SueEllen@indiabasin.org
(415) 308-8036

INDIA BASIN NEIGHBORHOOD ASSOCIATION



Advocating for our community since 1994

RESPONSE TO NOP/IS

LAND USE:

Impact LU-1: We disagree with assessment that there is No Impact, as this project will physically divide an existing neighborhood. This should be studied as part of the Draft EIR, all established easements across the open space examined, and access to the site protected.

Impact LU-2: We disagree with assessment that there is Less Than Significant Impact, as this parcel falls under the Public Trust, as well as the plans here require re-zoning and changing established height limits (We oppose heights of 8-11 stories – completely out of scale for the existing neighborhood, will block views of the bay & divide community).

Impact LU-3: We disagree with assessment that there is Less Than Significant Impact, as this project will dramatically change the character of this property – a rare jewel of pristine open space along the SF Bay.

AESTHETICS

We disagree with not studying "Aesthetics" under CEQA Section 21099, because this site is exempt as "Urban Infill." To be exempt, under CEQA Section 21099(a)(4), a site must have a minimum of 75% of its perimeter developed. This site has 2 sides bordered by SF Bay, and the eastern border open space has only 1 building, which makes approximately 70% of its perimeter open space. Therefore, in no way can this site qualify as "Urban Infill" and be exempt from studying the Aesthetics of this beautiful and unique site as part of this EIR.

POPULATION & HOUSING

Impact PH-1: We disagree with assessment that there is Less Than Significant Impact, as this project will dramatically increase population in this area, with only a single, already over-used artery (Innes Avenue) as its sole access point. It is irresponsible to ignore the impact this development will have on existing population and housing – increased traffic could clog Innes Avenue and block access to emergency services.

UTILITIES & SERVICE SYSTEMS

We ask that while studying these impacts, special attention be turned towards the issue of undergrounding electrical power along Innes Avenue. These power lines carry 12,000 Volts, date back to WWII, and are severely overtaxed. 3 transformers blew up approximately 5 years ago, causing a fire that threatened the Morgan Heights homes. Note that this took place before the added burden of The Shipyard residents, and before this proposed project and/or variant's increase in population will place even more stress on this aging system.

PO Box 880953, San Francisco, CA 94188
www.INDIABASIN.org

COMMENTS ON THE INITIAL STUDY FOR THE PROPOSED PROJECT AT INDIA BASIN

Kristine Enea
951 Innes Avenue
kristineenea@gmail.com

1. **Project Description – Phasing and Construction:** (pg 29) It is anticipated that up to 350,000 cubic yards of material may be excavated and removed from the site. If moved by truck, that represents 17,500 truck trips. The impacts of that excavation and removal must be studied: dust, noise, wear and tear of the streets, travel speeds, pedestrian and bicycle safety, and air pollution from vehicles all need to be considered. Alternatives to truck transport must be considered, including marine transport by barge and train. This also applies to **Sections: 5, 6, 7, & 8.**

2. **Section 1:** The character of the existing neighborhood is primarily family housing. Introducing a large number of studio and single bedroom units (Project Unit mix – 16% - 19% - 54% - 11%) will alter that existing neighborhood character (Impact LU-3). A range of unit mixtures including a predominately multi-bedroom component should be studied.

3. **Section 11:** In addition to water and sewer, the supply of adequate and safe electricity should be studied, especially in light of the demonstrated and frequent hazardous conditions associated with the existing supply (Pg. 71). The existing aerial electric feed along Innes Avenue dates back to WW ll when this are was heavily industrial. It is an unusually high voltage and high capacity line for a residential area. This line has had four explosions and fires in the last ten years. The enormous energy contained in the wires running only inches from the living rooms of the new residents creates a potential for disaster that must be examined. In addition, this is the sole source of electricity for the Shipyard development, the new developments on the hill above, and this India Basin project, and as such it presents and attractive target for those wishing to disrupt service.

4. **Section 11:** The adequacy and safety of existing natural gas supply lines should be examined, especially in light of the advanced age of the existing system.

5. **Section 13:** The current site contains a significant number of trees and bushes providing critical habitat for numerous birds including resident hawks and song birds as well as other animals. This project will impact those creatures in two ways:

   A. The destruction of habitat during the construction must be considered and mitigations such as phasing the construction should be considered.

   B. The final landscaping plan should be analyzed to ensure that the number and size of the trees and other vegetation will support a population of birds and other wildlife at least equal the existing population.

6. **Section 14:** Because it is located in a known liquefaction zone, this area will suffer from extensive general ground subsidence in an earthquake (pg. 78 – Impact GE-1). The Building Code may provide sufficient protection for the buildings, but the general ground movement will damage or destroy all roads and paths to the buildings, thus rendering them inaccessible. It is San Francisco City policy to enable residents to “shelter in place” to avoid evacuation from their homes. The question of access disruption and mitigation after an earthquake must be studied. Provisions for emergency access need to be addressed as well as the permanent restoration. The allocation of the cost of restoring the damaged common areas should be examined as well.

Hello my name is Leaotis Martin and I have lived in Bayview Hunter's Point for 50 years. I represent Huntersview Mothers and Fathers Committee and Greenaction for Health and Environmental Justice. After reviewing the India Basin Notice of Preparation Study, I have serious concerns about this development and you should consider these issues.

1. Cumulative impacts of pollution—by building this development there would be an increase in pollution. The EIR should consider how the pollution from this project and existing pollution in the area

would affect current and new residents.

2. We think you should evaluate pollution from green house gases in the environmental impact report. This NEEDS to be in the EIR because of increase in pollution from transportation, construction, construction vehicles, etc.
3. This project will add to the gentrification of this area with new, expensive condos, pushing out poor people of color
4. Very little amount of affordable housing is being added. We need good housing for our residents.

5. Sea level rise is barely included in this study when this development will be right on the bay
6. Many issues are not going to be included in the EIR that are imperative to the planning of a development like this. Green house gasses, land use and land planning, aesthetics, population and housing, geology and soils will not be included but are necessary to make an accurate decision based on the EIR.
7. Hazardous waste in the area that is still not cleaned up. Why is development happening without a full clean up of the area?

8. Are the people buying these condos being given accurate information that this development is near a site that has hazardous waste in it and has not yet been cleaned up?
9. Overall, Hunter's Point and Bayview needs to be cleaned up for the residents that live here and have lived here for generations. Gentrifying and developing the area does not solve this problem

San Francisco Planning Department
EIR Public Scoping Meeting Written Comment Form

India Basin Mixed-Use Development EIR
Case # 2014-002541ENV

If you wish to submit written comments on the above project, you may do so on this sheet (although use of this form is not required). Please submit written comments in person to Brett Bollinger at today's public scoping meeting, or by mail to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **All comments must be submitted no later than 5 P.M., July 1, 2016.**

Write your comments regarding the environmental review for the project here. Use the back of the sheet or additional pages if necessary.

I am concerned about access to my property. I own 10 Hunters point Blvd. / 951 Hudson Ave I currently access my property via unincorporated Hudson Ave. In looking at the conceptual Drawings it seems that Hudson Ave will be changed. I need to make sure that my un obstructed access will not be changed.

Name: Mark Sajeh 650-302-1994

Organization (if any): _____

Address: 10 Hunters point blvd / 951 Hudson

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

June 14, 2016

Brett Bollinger
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: SCH# 2016062003 India Basin Mixed-Use Project, draft Environmental Impact Report, City of San Francisco, San Francisco County, California

Dear Mr. Bollinger:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    a. A brief description of the project.
    b. The lead agency contact information.
    c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
   i. Protecting the cultural character and integrity of the resource.
   ii. Protecting the traditional use of the resource.
   iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

San Francisco Planning Department
EIR Public Scoping Meeting Written Comment Form

India Basin Mixed-Use Development EIR
Case # 2014-002541ENV

If you wish to submit written comments on the above project, you may do so on this sheet (although use of this form is not required). Please submit written comments in person to Brett Bollinger at today's public scoping meeting, or by mail to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **All comments must be submitted no later than 5 P.M., July 1, 2016.**

Write your comments regarding the environmental review for the project here. Use the back of the sheet or additional pages if necessary.

1. Mini homes / ~~Ap~~ Condos
2. Green roofing aka Cal. Academy of Science
3. Don't duplicate Park facilities across P&R, Bikd & Leonard
4. 11 stories on Innes bad. too big & bulky
5. Achitectural exclamation point at A.W.
6. Undergrounding Power Lines on Innes
7. Alternate exit from area. Connect Donahue to Crisp.

Name: Richard J Nagy

Organization (if any): _____

Address: 187 Cleo Rand

Shirley Bruton
702 Earl Street
San Francisco, CA 94124
(415) 852-2900

COMMENTS ON THE INITIAL STUDY FOR THE PROPOSED PROJECT AT INDIA BASIN

1. **Project Description – Phasing and Construction:** (pg 29) It is anticipated that up to 350,000 cubic yards of material may be excavated and removed from the site. If moved by truck, that represents 17,500 truck trips. The impacts of that excavation and removal must be studied. Dust, noise, wear and tear of the streets, and air pollution from vehicles all need to be considered. Alternatives to truck transport must be considered, including marine transport by barge, as well as transport by train. This also applies to **Sections: 5, 6, 7, & 8.**

2. **Section 1:** The character of the existing neighborhood is primarily family housing. The introduction of a large number of studio and single bedroom units (Project Unit mix – 16% - 19% - 54% - 11%) will alter that existing neighborhood character (Impact LU-3). A range of unit mixtures, including a predominately multi-bedroom component, should be studied.

3. **Section 11:** In addition to water and sewer, the supply of adequate and safe electricity should be studied, especially in light of the demonstrated and frequent hazardous conditions associated with the existing supply (Pg. 71). The existing aerial electric feed along Innes Ave. dates back to WW ll when this was an industrial area. It is an unusually high voltage and high capacity line for a residential area. This line has had four explosions and fires in the last ten years and the enormous energy contained in the wires, running only inches from the living rooms of the new residents, creates a potential for disaster that must be examined. In addition, this is the sole source of electricity for the Shipyard development, the new developments on the hill above, as well as this India Basin project, and as such it presents an attractive target for those might disrupt service.

4. **Section 11:** The adequacy and safety of existing natural gas supply lines should be examined, especially in light of the advanced age of the existing system.

5. **Section 13:** The current site contains a significant number of trees and bushes providing critical habitat for numerous birds, including resident hawks and songbirds as well as other animals. This project will impact those creatures in two ways:

   A. The destruction of habitat during the construction must be considered and mitigation, such as phasing the construction, should be considered.

   B. The final landscaping plan should be analyzed to ensure that the number and size of the trees and other vegetation will support a population of birds and other wildlife at least equal to the existing population.

6. Section 14: Because it is located in a known liquefaction zone, this area will suffer from extensive general ground subsidence in an earthquake (Pg. 78 – Impact GE-1). The Building Code may provide sufficient protection for the buildings; however, the general ground movement will likely damage or destroy all roads and paths to the buildings, thus rendering them inaccessible. It is San Francisco City policy to enable residents to “shelter in place” and avoid evacuation from their homes. The question of access disruption and mitigation after an earthquake must be studied. Provisions for emergency access need to be addressed as well as the permanent restoration. The allocation of the cost of restoring the damaged common areas should be examined as well.

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

Established in 1938

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 *Fax* **(916) 574-1810**
California Relay Service TDD Phone **1-800-735-2929**
from Voice Phone **1-800-735-2922**

Contact Phone: **(916) 574-1800**
Contact FAX: **(916) 574-1885**

June 9, 2016

File Ref: SCH #2016062003

Brett Bollinger
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: Notice of Preparation (NOP) for The India Basin Mixed-Use Project, San Francisco County

Dear Mr. Bollinger:

The California State Lands Commission staff has reviewed the subject NOP for the India Basin Mixed-Use Project, which is being prepared by the City of and County of San Francisco.

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (PRC § 6301 and § 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

A portion of the proposed project is located within public trust lands granted to the City and County of San Francisco. As stated in the NOP, implementation of the Project may require the Commission to consider and approve a land exchange between the City and County and the Commission consistent with Public Resources Code section 6307. Please ensure that an analysis of the proposed land exchange in the Environmental Impact Report. In addition, please contact me at (916) 574-0450 or email at reid.boggiano@slc.ca.gov to discuss a land exchange proposal.

Sincerely,

Reid Boggiano
Public Land Management Specialist

June 30, 2016

Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Regarding Case: **2014-002541ENV**

Project Title: **India Basin Mixed-use Project, which entails the 700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space locations**

Dear Sarah B. Jones,

Nature in the City and Literacy for Environmental Justice staff would like to submit the following comments to the India Basin Shoreline Park Development Project in regards to EIR. Thank you for considering our comments and let us know if you have any questions for us.

Comments in regards to Potential Habitat Destruction, Restoration, and Stewardship:

It is our understanding, given the large scope of development and design change to current park condition, and possible soil excavation due to contamination, the potential to significantly alter and disturb currently established habitat, appears to be high at certain sites and perhaps unavoidable.

Also, as noted in report of Biological Resource Assessment (BRA) prepared by WRA for this project, the biological communities even though appear to be weak and not substantial due to highly disturb soil and infill, the area considered for this project, is recognized as habitat for at least three sensitive plant communities, two special-status wildlife species, and sixty one special status plant species to occur in close vicinity of the site.

Therefore, we suggest, in order to provide a balanced approach to create the least negative environmental impact, the project should have very strong design components that will address specific goals in creating and strengthening habitat, perhaps even beyond what currently exists at the sites. It is unclear if the current proposed design has specific goal to replace the existing habitat. In our opinion, there needs to be specific targeted goals to create and reestablishment habitats on these sites. This will not only allow for reasonable off-set of the negative environmental impact this project will cause, but it will also allow Rec and Parks properties and programs along the shoreline equally benefit of having a resilient and thriving plant and wildlife community to enjoy and incorporate in various aspects of their city wide education and youth programs.

The biological communities discussed in the BRA are a great guide to look and assign targeted habitat creation. Therefore, it is our recommendation to incorporating in the design and financial implementation of the project targeted habitat creation goals and serious consideration to stewardship the come-back and reestablishment of special status plants and wildlife as part of the EIR.

Please review below some specific recommendation by our group for you to consider in addition to the recommendation and highlight's made in the existing BRA:

a) Please find attached for your consideration a Hunters Point Ridge list that CNPS (California Native Plant Society) created. This document can serve as a good point of reference for the restoration of the grassland/upland areas. We would like to see more of these plants incorporated in greater scale into the design as well as used as the primary seed source for the project. There are also couple species that exist above the site on the Hunter's Point Ridge (upper hill side) that are not on the CNPS list such as Ceanothus thyrsiflorus and Dodecatheon clevelnadii that are locally rare. It is our recommendation that planting for the upland habitat areas should include these special status species mentioned above. There is the potential to grow these rare species for the development site as a community engagement work force development project.

b) In the past couple years, volunteer sueda californica, a federally endangered species plant, has been observed at the tidal zone at India Basin Shoreline. This endangered species original home is the very site under consideration for this development. It is our recommendation that the constructed tidal wetlands could prove as an excellent reintroduction site for sueda californica and should be given serious consideration.

c) The final design and EIR should consider potential disturbance of sites in the up-land that are habitat for fence lizards, gartner snakes, and jack rabbits. Again, the design of the sites should have specific incorporation of habitat reestablishment for these wild-life that make the site their home.

d) Burrowing owls have been observed to nest and are cohabitant at near site at Heron's Head. It is our recommendation that the design aspect should incorporate establishing nesting habitats for burrowing owl, as well as for other special status wildlife such as: hoary bat, roosting bats, ridgway's rail (California Clapper), Alameda song sparrow. Also, there should be Osprey Platforms design consideration in the open water areas.

Comments regarding wetlands:

a) Given the expected sea level rise and winter storm surges (see FEMA flood prediction in India Basin Sea Level Rise Memorandum), it is unclear if the constructed vegetation on the land is designed for flood zone or will this area be raised? From reading the report provided by the environmental consultant, it is our understanding that predicted existing mudflat and tidal marshes will become open water. Please address in design of the sites,

if there are broad and gentle slopes provided in the development plan so tidal vegetation can migrate upland as sea level rises. It is necessary to address in the design loss of tidal marsh as it will dramatically reduce available habitat for sensitive wildlife species.

b) We recommend to incorporate all along the shoreline of this project potential for tidal marsh restoration and have it reflect in the design detail the specific sites. There are areas that have generally relatively low-elevation uplands or transitional zones that are adjacent to current tidal marsh or mudflat habitat. Areas where 1 to 2 feet of excavation would create elevations suitable to support tidal marsh vegetation under present conditions have been highlighted in Figure 4 of BRA for this project.

c) Consider, if appropriate, to have more biowales and retention gardens at the edge of the park facing Hunters Point BLVD in order to capture street run off and run off from the Ridge and hills

Comments on Public Access:

a) In the spirit of connectivity and accessibility to the local community, creating a connection from the designed park site to the Hunter's Point Ridge Hill and incorporating specific design aspects to allow potential future stairway connection, is highly recommended.

b) Taken into consideration the predicted sea level rise, future public access should be planned in areas to avoid future inundation (as presented in BRA report Figure 3 at current condition plus 65 inches). It is our recommendation, and we fully agree with BRA recommendation, that no public access should be designed and build in areas with the greatest potential for tidal marsh restoration.

Comments on Potential Community Stewardship involvement of the Habitat Restored at India Basin:

a) Cleaning, restoring, and revitalizing the India Basin Shoreline is an exciting opportunity not only for the City at large but also for the local wild-life habitat and local community, who call this area their home. In effort to reestablish the local wild life and incorporate their existence along with recreational sites, the opportunity arises to involve local community in stewarding such habitat restoration and perhaps involve them in programs of monitoring of wild life come back. Such collaborative and community approach can strengthen the stewardship of the site once it is built, by allowing ownership opportunity of the local community.
Therefore, it is very important to build-in and heavily consider the restoration and habitat creation aspect in the initial plans and design of the sites and have them be reflected in the plans as specific as possible.

Again Thank you for considering our comments to the EIR for India Basin Mixed-Used Project.

Sincerely,

Zahra Kelly, Director of Public Advocacy with Nature In The City &

Patrick Marley Rump, Executive Director and Program Manager with Literacy for Environmental Justice

PLANT LIST - **Hunters Point Serpentine Hillside** provided by CNPS (across from India Basin Shoreline Park)
Compiled by Jake Sigg, Ralph Hunter, updated 2005

Achillea millefolium	yarrow
Agoseris grandiflora	Calif.dandelion
Brodiaea elegans	harvest brodiaea
Brodiaea terrestris	dwarf brodiaea
Bromus carinatus carinatus	California brome
Calandrinia ciliata	red maids
Calochortus luteus	yellow mariposa lily
Calystegia subacaulis	stemless morningglory
Chlorogalum pomeridianum	soap plant
Claytonia perfoliata	miners' lettuce
Crassula connata	pygmyweed
Danthonia californica	Calif. oat grass
Dichelostemma capitatum	blue dicks
Elymus glaucus	rye grass
Epilobium brachycarpum	willowherb
Eriogonum latifolium	buckwheat
Eschscholzia californica	California poppy
Festuca (rubra)	red fescue
Gilia clivorum	grassland gilia
Heteromeles arbutifolia	toyon
Lasthenia californica	goldfields
Lepidium nitidum	peppergrass
Lomatium (caruifolium)	caraway seed lomatium
Lomatium utriculatum	spring gold
Lotus wrangelianus	California lotus
Lupinus bicolor	miniature lupine
Lupinus (succulentus)	arroyo lupine
Microseris douglasii?	microseris
Nassella pulchra	purple needlegrass

Plantago erecta	California plantain
Sanicula bipinnatifida	purple sanicle
Sisyrinchium bellum	blue-eyed grass
Spergularia macrotheca	sand-spurrey
Triteleia laxa	Ithuriel's spear
Trifolium gracilentum	pinpoint clover*

*in photo of mixed flowers - Brodiaea ter.mix HPh 030423y -
Jepson - var. gracilentum - Ecology: Open, disturbed, sometimes serpentine

From:	Feinstein Arthur
To:	Bollinger, Brett (CPC)
Subject:	India Basin NOP
Date:	Wednesday, June 29, 2016 4:17:36 PM
Attachments:	NOP letter SFGroup#2.doc ATT00001.txt Aquatic Park boat-bird study.pdf North Basin -Jules.pdf Human disturbance impacts.pdf ATT00002.txt access impacts.pdf ATT00003.txt

---

From:
Arthur Feinstein

Sierra Club San Francisco Bay Chapter Executive Committee

590 Texas Street

San Francisco, CA 94107

To:
Sarah B. Jones,

San Francisco Planning Department,

1650 Mission Street, Suite 400

San Francisco, CA 94103

by email to Brett Bollinger at: Brett.Bollinger@sfgov.org

RE: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting

Case No. 2014-002541ENV

Project Title: India Basin Mixed-use Project, which entails the 700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space locations

Dear Ms. Jones:

The Sierra Club, San Francisco Bay Chapter, appreciates the opportunity to comment on the above referenced Notice of Preparation (NOP).

We believe that this project, if well crafted provides one of those unique opportunities of improving our natural environment while also providing increased recreational opportunities for the community.

The Sierra Club has two major concerns.

We are concerned that this project will fail to provide the local community with the full opportunity to enjoy the rarest of recreational experiences to be found in San Francisco, the opportunity to experience nature, and the beneficial influence that that type of recreation provides. For example, recent studies have shown that being in nature can reduce high blood pressure. Several of my co-India Basin Task Force members expressed their appreciation of the serenity that site currently provides and at

community meetings people reiterated this feeling.

The EIR should analyze how the proposed project would enhance or detract from this experience.

Our second concern is for the natural resources found in the waters of India Basin and also for wildife species that utilize the uplands and transition zone (e.g., rabbits, voles, etc). These latter species provide food for raptors and some wading birds.

While the Initial Study appropriately finds that the project may have significant impacts to natural resources it fails to indicate some of the ways those impacts may occur.

We are particularly concerned over the impact the project may have on migratory and breeding waterbirds. India Basin hosts large numbers of migratory waterbirds during the migratory season and also provides habitat for a number of breeding birds, for example, American Avocets and, in Heron Head Park, the endangered Ridgway's rail. The EIR must address the impacts of the proposed project on these and the many other breeding and migratory bird species.

We include as attachmdents to this email several studies that address this issue and that should be considered by the EIR in terms of impacts and possible mitigations.

The Aquatic Park and North Basin Waterbird Studies by Avocet Research Associates address specifically the impact of non-motorized boating on waterbirds. The paper "A Review of Human Disturbance Impacts on Waterbirds" by Kathi L. Borgmann (Audubon California) is a broad review of existing studies on the issue of human disturbance of waterbirds, including hiking and trails, in San Francisco Bay, while the Beale Study is specifically on the impacts to breeding waterbirds in an international context.

Seasonal closures to boating during the waterbird migratory season is one of the mitigation measures that should be considered. However, many species are resident species and so other mitigations should also be considered. If kayaking is seen to be essential to the project (which we question) the proposed location may not be the best one for India Basin waterbirds. The project site is in one of the most constricted (narrowest) parts of the Basin and if foraging or roosting ducks, or other waterbird species during the non-migratory season, use that part of the Basin then interactions between boaters and birds would be unavoidable. Therefore the EIR should consider other locations in India Basin including the "future Northside Park" for kayak launching. The latter site is in a less constricted part of the Basin and provides greater opportunity for kayakers to avoid trajectories that would necessitate waterbird disturbance.

We are also concerned about the extensive boardwalks tentatively proposed for the project. Boardwalks shadow the water substrate and thus reduce the productivity and numbers of benthic organisms upon which many waterbirds (and fish) feed. We do not, on the other hand, oppose boardwalks in general and the EIR should discuss appropriate amounts for this location.

Thank you for your consideration of our views.

Sincerely yours,

Arthur Feinstein, San Francisco Group Executive Committee
415-680-0643

SAN FRANCISCO PLANNING DEPARTMENT

CITY AND COUNTY OF SAN FRANCISCO

India Basin Mixed-Use Development

Environmental Impact Report (EIR)

Public Scoping Meeting

San Francisco City College

Alex L. Pitcher, Jr. Community Room

1800 Oakdale Avenue

San Francisco, California

June 16, 2016

5:00 p.m.

Reported by
Kent Odell

APPEARANCES

Brett Bollinger – SF Planning Department (EIR Coordinator)

Nicole Avril – SF Recreation and Parks Department (Project Sponsor)

Courtney Pash – BUILD (Project Sponsor)

Kelsey Bennett – AECOM (EIR Consultant)

PUBLIC SPEAKERS

Sue Ellen Smith, Chair, India Basin Neighborhood Association

Leaotis Martin, Hunter's View, and Green Action for Environmental Health and Justice

Claire Laurentine, Green Action for Environmental Health and Justice

Richard Nagy, Resident, Cleo Rand Lane

Jill Fox, Resident, Innes Road

Michael Hamman, Resident, India Basin

Linda Fadeke Richardson, Former San Francisco Planning Commissioner, member of the India Basin Waterfront Parks Planning Group

Ellsworth Jennison, Resident, India Basin

INDEX

P R O C E E D I N G S

JUNE 16, 2016 5:20 P.M.

SAN FRANCISCO, CALIFORNIA

MR. BOLLINGER: Okay, good evening and welcome to tonight's public scoping meeting for the India Basin Mixed-Use Development Project.

My name is Brett Bollinger; I work for the City Planning Department, and I'm responsible for coordinating the Department's preparation of the Environmental Impact Report, or EIR.

I'll be working with Nicole Avril and Levi Conover of San Francisco Recreation and Parks Department – one of the project sponsors, my coworkers at environmental planning, including Joy Navarette as well as Kelsey Bennett, David Reel, and others with AECOM, the CEQA consultants for the project.

I'd also like to introduce Courtney Pash with BUILD, the other India Basin Mixed-Use Development project sponsor.

If you'd like to speak during the public comment portion of this meeting, please complete a speaker card, which are located on the back table. We'll be collecting those from you. Later during the public comment period portion of the meeting

we'll call your name when it's time for you to come up and speak.

Now I'd like to take a minute to discuss the purpose of tonight's meeting.

The EIR process as required by the California Environmental Quality Act, or CEQA, is a very public one, and this is the first step in that process. We also have the EIR Process Board to my left over here.

The main reason for this scoping meeting is to solicit your comments or suggestions concerning the scope and content of the EIR. This is your opportunity to assist the Planning Department by sharing any information you may have that will be useful in preparation of the EIR. Your comments could help to identify significant environmental issues, determination of the depth of analysis appropriate to each issue, or identify reasonable project alternatives.

We're not here to discuss or debate your views about the proposed project, but rather to receive your input on the content of the environmental impact report that we're going to prepare.

Now I'll hand things over to Courtney Pash

and Nicole Avril, who will speak about the proposed project.

MS. PASH: Hi, I'm Courtney Pash, Senior Project Manager for the India Basin project for BUILD. As most of you know, we're a local developer located in Hayes Valley, focusing on residential projects in the City of San Francisco. We have about 2,000 housing units in the pipeline right now.

As background, we purchased 700 Innes in 2013 and have been working with the community for the past three years to develop our concept plan for the property. We based it primarily on the India Basin Neighborhood Association community vision.

As a starting point, we have vowed not to exceed the currently allowable housing density on the site, and we've set aside approximately 5.5 acres of our land for a publicly accessible park that would then be connected to the proposed 6.2 acres of India Basin Open Space surrounding our parcel, located between our parcel and the Bay.

We've also worked with the community to develop our design goals, keeping the area feral, wild, and diverse.

We also saw this as an opportunity to work with the Recreation and Parks Department, who

recently purchased the 900 Innes property adjacent to our site, and the India Basin Shoreline Park property, and you'll hear from Nicole on what Recreation and Parks Department is planning for those sites.

So we saw this as a real opportunity to develop the sites, to do an EIR covering both sites so we could think about them cohesively; think about the entire park system, about 60 acres.

We did a waterfront vision study earlier this year where we looked at the entire network of parks and collaborated with our neighbors, Lennar, OCII, PG&E, and the Port of San Francisco, to develop a comprehensive plan.

As I said, we're working with the Recreation and Parks Department on this EIR. This EIR covers their three properties (India Basin, Shoreline Park, 900 Innes, and India Basin Open Space) as well as our property (700 Innes).

We're considering the 700 Innes and India Basin Open Space our project component, and it includes about 11 acres of open space, 1240 residential units, and approximately 275,000 square feet of commercial space.

In the EIR we're also analyzing a

commercial variant, which includes up to one million square feet of commercial space, and that would reduce our housing down to 500 units. We'll likely end up somewhere in between, but we use these as the two kind of big envelope maximum impact scenarios.

And our design goals for the project itself include creating a diverse neighborhood with a mix of housing types and affordability levels. We have everything from two-story townhome units up to two 11-story towers on Innes and Arelious Walker.

And we have paid particular attention to the public realm and the street network and the pedestrian network. SOM is our lead architect and Bionic and Gehl are our landscape architects who have been designing the street network.

We've also broken the traditional rectangular grid -- you'll see on those images over there -- to make it a little bit skewed, and that will hopefully help with some of the wind impacts in the area. And we've done a number of things like this to help preemptively mitigate some of the potential environmental impacts of our site.

We've also paid particular attention to transportation to and from our site and within our site. We have moved the bike path off of Innes

Street onto our site. We have a Class 1 bike path. We also have a number of more recreational bike paths running through our site. We're breaking up the blocks with pedestrian pathways that will provide direct access to the open space, and we've also paid particular attention to the view corridors.

So you guys will see our site plans on the various boards over here and the board in the corner there kind of illustrates what we're thinking about as far as our transportation elements. So while this isn't a design meeting, I encourage you to take a look at those, and we'll be further refining those designs over the next six months or so.

Thank you.

MS. AVRIL: Hi there. My name's Nicole Avril, I'm Project Director with the Capital Division of the Recreation and Parks Department. In collaboration with my colleague, Levi Conover, we're very happy to be working on the EIR for the India Basin project that we're talking about today.

I just want to pull back a little bit and put it in a context that many of you know, but just in case some of you don't.

The India Basin is unique in many ways, but

it's very unique because of its continuity. It's a mile and a half of continuous shoreline, and that shoreline is comprised of seven properties starting with Heron's Head owned by the Port, PG&E's Hunter's Point Shoreline, the Recreation and Parks Department's India Basin Shoreline Park, a newly acquired property by the Recreation and Parks Department, 900 Innes, the Recreation and Parks Department's India Basin Open Space, Building 700 Innes, and Lennar's Northside Park.

So together we have this unique and fabulous opportunity to envision an open space system. It's a very unusual situation in that six of those seven properties are under some stage of development.

So as I noted, the Recreation and Parks Department owns three of those seven properties, and in collaboration with the other property owners we decided to come together as part of the waterfront study process that Courtney mentioned and think about how we could create a system of amenities that was comprehensive, cohesive, not redundant, not missing programs, so that we could create a truly special open space system that also has wayfinding systems that speak to each other, trails that

connect, and furniture and fixtures that complement each other.

So to this end, as I said, all the property owners, but not only that but we put together a taskforce of community members that was appointed by the Mayor, General Manager Ginsburg and Supervisor Cohen, and these were more than 30 Hunters Point community leaders, relevant city stakeholders, and all of the property owners. The public was also invited to participate in these taskforce meetings.

At the taskforce meetings we started with the basic programmatic suggestions. And I should note that we weren't starting in a vacuum; there were a number of studies, especially the one that the India Basin Neighborhood Association prepared that had been done over the years.

So we verified that folks wanted to, in fact, see what had been mentioned in the studies. We prioritized those programs and amenities, and then we did a series of technical reports which informed where we could place each one of these programs and amenities.

Then we, in partnership with the Trust for Public Land, BUILD, and the San Francisco Parks Alliance launched a design competition to choose a

designer for two of the Recreation and Parks properties that were in the waterfront study, namely 900 Innes and India Basin Shoreline Park.

We let the design firms know that at minimum the proposed plan for 900 Innes had to include remediating the land, creating a Class 1 bike lane, closing the final gap in the Bay Trail and creating a segment of the Blue Greenway, restoring the Shipwright's Cottage, and most importantly, providing improved access to open space waterfront recreational amenities and the shoreline for residents of the southeastern neighborhoods and the City as a whole.

We also told them to consider both 900 Innes and India Basin Shoreline Park collectively. Together there's an opportunity to develop these eight spectacular waterfront acres into an innovate park with improved access, amenities, climate resiliency, and green infrastructure.

Gustafson Guthrie Nichol out of Seattle was chosen as the designer. We're now in the middle of the concept design process. In fact, next Tuesday evening, the 21st, we'll hold the second of three community meetings. We plan on holding the last meeting in late July and concluding our concept

design process in August. We invite you to attend and would love your feedback.

After the conceptual design is complete, we'll be able to create a remedial action plan based on this concept design.

Cleanup is required at the site. Testing has shown that there are above acceptable levels of ground contaminants, and we have received funding from the EPA, and the City is providing funding in order to do this cleanup.

We will be having a meeting to discuss the site conditions specifically around the brownfield in mid July.

And I think that's where I'll pass it back.

Thank you.

MR. BOLLINGER: Now I'd like to briefly explain the process that we'll be following in preparation of the EIR.

The basic purpose of CEQA is to provide for informed decision making about the environmental consequences of a project or government action.

The first step of the EIR process was the issuance of the Notice of Preparation with Initial Study and Scoping Meeting, which is today. It is to solicit participation in determining the scope of

the EIR from agencies and the public. It included a brief description of the proposed project and CEQA environmental topics analyzed in the Initial Study, plus indicated how to comment on the scope of the EIR. The notice indicated that written comments may be submitted up until 5:00 o'clock Friday, July 1st.

Over the next several months the Planning Department and environmental consultant will be preparing the Draft EIR, which will be distributed to the public for review for a period of about 60 days.

Comments on the Draft EIR will be accepted in writing and at the Planning Commission hearing, which will be held about a month after publication of the Draft EIR.

Following close of the Draft EIR comment period, the Planning Department and environmental consultant will prepare a response to comments document. This document will contain written responses to all substantial comments received during the Draft EIR review period. It will also identify any changes to the Draft EIR as necessary to fully respond to the comments received. The response to comments document will be distributed to those who commented on the Draft EIR, various

agencies and other interested parties.

About two weeks after the publication of the response to comments document, the Planning Commission will hold a hearing where they will be asked to certify the Final EIR, which will consist of the Draft EIR together with the response to comments document.

Certification of the EIR would not mean the project is approved or disapproved. Rather, it would satisfy the CEQA environmental review requirements for the proposed project. Project approval or disapproval is a separate consideration from the adequacy of the EIR.

Unlike other single-topic environmental laws such as the Clean Air Act or Clean Water Act, CEQA encourages protection of all aspects of the environment by requiring the preparation of multi-disciplinary environmental impact analyses. The EIR will discuss all CEQA environmental topics that were not analyzed in the Initial Study that was published with the NOP.

The EIR will identify feasible measures to avoid or substantially reduce project significant environmental effects; those are called mitigation measures.

The EIR will also consider whether there are alternatives that would avoid or substantially lessen any of the significant environmental impacts.

Now we're ready to open the meeting for public comment. This is an evening in which a number of contrasting viewpoints and values may be shared. Therefore, I'd like to ask for your consideration for each speaker and for the audience to refrain from any interruptions.

Speakers will be limited to three minutes each. I recognize that many of you may have significantly more information to share than the three minutes will allow, so please consider your verbal comments as a summary of your primary points of view, and if you wish you may supplement those statements with written comments.

Please submit written comments by 5:00 p.m. July 1st to the address listed on the agenda.

We have a court reporter here who will prepare a transcript of your comments. When you come to the microphone, please state your name and address. If you are representing an organization, please indicate the group and your official capacity. You may be asked to spell your name for the benefit of our court reporter.

I'd like to emphasize again that the purpose of this process is to gather information to help inform our analysis of the project's environmental impacts and not to judge the level of support or opposition of the project. As such, I'm going to ask you to refrain from commenting on the merits of the project, but instead to direct your remarks to the scope and focus of the EIR.

And finally, the EIR will not weigh the impacts analysis based on the number of comments received on a particular topic.

Now it's time to hear from our first speaker.

MS. BENNETT: Thanks, Brett. I'll just add one more thing in case folks haven't yet had a chance to read the Initial Study.

The topics that we're going to be discussing in the EIR in depth and detail are going to be air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and circulation, utilities, and finally wind and shadow.

So with that, I'd like to turn it over to public comment and thank you ahead of time for your

comments about the scope and focus of the EIR.

First up we have Sean Carlin, please, from the India Basin Neighborhood Association.

MR. CARLIN: I cede my time to Sue Ellen Smith instead from India Basin Neighborhood Association.

MS. SMITH: Hi, Sue Ellen Smith. Can you hear me? Sue Ellen Smith, Chair of India Basin Neighborhood Association. I'm also a resident, I live at 153 Cleo Rand Lane.

I wanted to say that I thought that so far it looks like the scoping does constitute a pretty broad range, but I did have a question as to why three areas in particular are not being included. Those three are land use, aesthetics, and population and housing.

Under land use, we particularly disagree with the assessment under Impact LU-1 that there is no impact, as this project could potentially physically divide an existing neighborhood. This should be studied as part of the Draft EIR and looking at all easements across the open space and access to the site protected. We do know BUILD has been doing a good job talking about keeping public right-of-way, but we'd like to see that impact

studied.

We also disagree with the assessment under Impact LU-2 that there is less than significant impact as this parcel falls under the Public Trust as well as the plans here require rezoning and changing established height limits. We think that should be examined as part of the EIR.

Further, Impact LU-3, we disagree with the assessment that there is less than significant impact as this project will dramatically change the character of this property. This is a rare jewel of open space along the San Francisco Bay and any inability or flat-out ignoring the impact of this land use is just a big swing and a miss.

Also, under aesthetics, we completely disagree that this site qualifies as urban infill. As defined under Section 21009(a)(4) of the CEQA Act, “A site must have a minimum of 75 percent of its perimeter developed to qualify as urban infill.”

This site has two sides bordered by the San Francisco Bay, that’s 50 percent right there that’s open space. The eastern border has only one building, so if we were to accommodate that and say maybe that took up 5 percent of that side, we have 50 percent plus the 20 there, that’s already 70

percent of the perimeter that is open space.

So in no way would this qualify as urban infill; therefore, we think it's critically important that the issue of aesthetics be addressed in the Draft EIR.

Also, population and housing. Under Impact PH-1, we disagree with the assessment that there is less than significant impact as this project will dramatically increase population in this area with only a single already overused artery, Innes Avenue, as its access point.

And I know my time is running out, so briefly, also under the impact that you have agreed should be studied, utilities and service systems, we ask that you study the impact of looking at an overtaxed, out-of-date electrical system.

Currently along Innes Avenue we have transformers on wooden poles that date back to World War II. These are carrying 12,000 volts. This project will be tied into that system, as well as the shipyard is already currently tied into that system. The shipyard as well as this project will be undergrounded. Innes Avenue, there are no plans to underground it, and we think that must be studied.

These transformers are hanging within three to six feet of residences, occupied residences. We had three transformers blow up and cause a fire five years ago, and that was before we had the added burden of these new residences added to this terrible system that's almost like a series of electrical wires that you're using to power the Christmas Tree. Something's going to blow; we don't want to be the next San Bruno.

Thanks for your time.

We will be preparing a formal written response, just so you know. Thank you.

MS. BENNETT: Thank you.

Sean, did you also want to speak today?

MR. CARLIN: No, that was it.

MS. BENNETT: Okay. Next speaker Leaotis Martin.

MR. MARTIN: My name is Leaotis Martin. I represent Hunters View, I represent the mothers and fathers committee for Hunters View, and Green Action for Environmental Health and Justice.

I'm not too big at reading words still, so I'll let you do that, but my whole thing is this.

Community of action, (inaudible) action. This is Bayview's care unit (character), you know,

and it must be taken in consideration. Any time you come to build anything anywhere in Bayview about the community impact that's already that's we've been plagued with. We have high risk cancer, asthma, and all this other type of stuff, so all these things have to be taken into an effect.

I'm getting lost for words for some reason, but I'm used to doing this. So basically what I'm saying is that we don't feel that it's clean enough to just go over there and start working anyway. You know, the shipyard ain't even cleaned good enough.

Bayview been going through a lot since the past 30, 40 years. I've been living here for the past 50 years. I moved from Chicago to San Francisco in 1966. I used to jump the fence over there at the shipyard and play over there and all that type of stuff, not knowing how dangerous it was, you know.

As far as I'm concerned, you know, I'm just trying to say in a nutshell that we really need to clean it up, you know, everything needs to get, you know, really clean, because there's people lives that's at stake, you know.

I'm not talking about grown folks like us, I'm talking about the little kids that got to grow

up, that got these little bitty hearts, got these little bitty lungs that can barely take all that stuff. We have to consider them because they is the ones that's coming up.

And we have to teach them too just as well about this environmental stuff. I didn't know nothing about this stuff until about six years ago. I didn't care about environmental stuff. Six years ago I didn't give a damn, but now it makes a difference because I want everybody to be able to just breathe all right, you know. Be able to drink water and don't have to worry about it, you know. Don't have to take your kids to the hospital once a week and stuff like that.

My mother passed away from cancer. My twin brother passed away from an enlarged heart. My oldest brother passed away from, he went into a diabetic coma and passed away. My nephew passed away from Sickle Cell Anemia. And my sister passed away from Sickle Cell Anemia. So I have one brother left and he almost gone because he on heart pills, you know.

And thanks by the grace of God I'm all right, and this is another reason why I put up this fight because of all this stuff happening in my

life, and it's necessary.

MS. BENNETT: Thank you for your comment. Sorry to hear about your family.

Next commenter, Claire Laurentine, also from Green Action.

MS. LAURENTINE: Hi. So I work at Green Action with Leaotis. So basically, I read the entire study, and as an organization we just kind of have a good amount of concerns basically.

So for those unfamiliar with Green Action, we have a Hunters Point Bayview Taskforce that's been working to advocate to clean up the toxic and hazardous waste that's been left in Hunters Point that is seriously affecting the health of the residents who live here.

So I know that you guys mentioned that you're going to have that meeting, and so very happy about that. But we were really surprised about the amount of stuff that's going to be left out of the EIR.

For example, you're leaving out greenhouse gas emissions in an area that is already overwhelmed by pollution, and that was already signed off to not even be talked about in the EIR, which I'm surprised in this day and age is even allowed.

But this community is so adversely affected by pollution in this area that to leave out greenhouse gasses in an EIR for developing in an area that already has hazardous waste is just a bit absurd to us.

Another comment was that in the over 100-page document sea level rise is mentioned once. And as you said, this is bordered by the ocean on both sides. Sea level rise is very real, especially when you're dealing with something right next to a toxic waste site to have sea level rise not be mentioned, so we would really appreciate if that was studied more.

The third thing that we really wanted to talk about was the gentrification of this area. I know you guys are planning on putting in affordable housing, but mostly its majority is not affordable housing.

And also touching on what you said is that it was defined that it wouldn't affect the cultural part of this community, which I think is completely false. I think it will completely affect the culture of this community by building spaces for an entirely different community than lives here.

Not even cleaning up -- the government

isn't even cleaning up the space that's already here for the people that live here.

And we actually had someone call our organization the other day that's moved into or that bought a condo or whatever with Lennar and was like not informed at all that it was on a toxic waste site.

And so I've also seen the websites for BUILD and Lennar, and there's no mention of it, so I also wanted to pose the question of are you telling the people who are buying these condos that it's right next to a hazardous waste site?

So that's all.

MS. BENNETT: Great. Thank you for your comments.

Next speaker Richard Nagy.

MR. NAGY: Hi, my name is Richard Nagy and I live at 187 Cleo Rand Lane, and just some bullet points I want to put out.

I want to thank BUILD for being really responsive to the community so far with stuff.

And one thing, I'm not real pleased about the 11-story plan. I mean, that's kind of too high for this neighborhood. I know it's in there as like on an edge kind of a thing where you want to get

into the middle of ideas.

I think if you consider some mini apartments and mini homes, and some even smaller than studios, to comply with the new regulations of 25 percent affordable housing.

A lot of the young people now do not want to support a big mortgage. They want to invest in life experiences, not in their house. So small houses, mini apartments I think would work very well on the site.

When it's fully built out there is going to be impressive bike paths to get into the city. If you have commercial development on the site, they'll be able to walk to work. In the Lennar development there will be a bunch of commercial stuff out there where there will be jobs for these people.

I want to point out that green roofing, somewhat like the California Academy of Sciences, should definitely be a part of every building that's put into this site. It's not just about open space, it's about putting plants on the roof itself and mitigating the environmental effects of all these people coming in.

With the parks, I want to make sure that you don't duplicate stuff between all the three

parks that are in this lineup. There is Northside Park, there's BUILD, and there's 900 Innes, and the Shoreline Park. So this is basically all one park area so it should all be different things in different locations. So I'm encouraging you guys, and I hope you are, and I think you are working with all these different entities to make sure that it's a cohesive unit.

I know at one of the meetings previous to this I had indicated that I would like to see a tall building at Arelious Walker. I did not expect an 11-story hulk to be built there. What I was implying was a clock tower or some type of architectural exclamation point for that spot, just to give a relief to the streetscape of Innes and to have, I call it a landmark of the community. So the 11 stories on Innes is just not what I'm talking about.

Also, undergrounding power lines on Innes, extremely important. I was at home when that transformer blew up, and it was like a bomb going off on the street. So as part of the whole development, the power lines coming down Innes have got to be put underground and updated.

And also another thing I would like to see

studied, it's kind of an offshoot of this whole area, is connecting Donohue to Crisp Street. This is more on the Lennar side, but it would provide an alternate exit from the whole community as opposed to only having Innes and having to go all the way through the shipyard to get out.

If there was a dramatic earthquake or something like that or another explosion or a big wreck on Innes, basically the entire shipyard is trapped on the peninsula the way it is now. So it's possible to build the road, connect Donahue down over to Crisp, and that would provide another exit for the entire area.

So thank you.

MS. BENNETT: Thank you.

Jill Fox.

MS. FOX: Hi, Jill Fox. I live at 911 Innes, and I just want -- I'm glad to hear that air quality, cultural things, and noise will be considered, and I hope that will be done in context of the cumulative effects of all of the construction that's going on.

In my neighborhood right now we still have construction going on at Hunters View and we still have construction going on at the shipyard, and now

we'll have the BUILD and the park.

And now we have these sandwiches with the existing residents as sort of the baloney. I mean, it's like we are impacted the most and all of these studies being done separately, I don't think that they're being added up correctly in the impact that we have in terms of air quality, noise quality.

And then once everybody moves in, the cumulative effect of so many more people in a food desert in an area terribly underserved by public transportation.

So some of the things that should be done now by the City for its taxpaying residents is that public transportation needs to be put in place now.

Infrastructure improvements need to be put in place now, and that includes the undergrounding that you are hearing about.

Nothing against our new neighbors at the shipyard, but you guys have high speed Internet and all of these nice wiring underground, and how you got them is because they just strung more wires in front of our homes on rickety old wooden telephone poles.

So if these improvements cost the City money in the short term, we all know the City wastes

money on lots of ridiculous projects and I don't think that there would be anything wrong with really serving the existing residents now as quickly as possible, that will then benefit the new residents when they move into these new projects.

MS. BENNETT: Thank you.

Michael Hamman.

MR. HAMMAN: Thank you. I'm Michael Hamman. I'm a resident of India Basin, and I wanted to talk about the preservation of the accessory buildings at 900 Innes, the old buildings that comprise the historical context of the Anderson & Christofani Boatyard.

The document refers to those buildings in a number of places, and in some locations in the document it indicates that they will be included in the study and that they will be analyzed.

However, there are a number of citations in this document that are clearly contradictory, that say emphatically and clearly that they will be demolished.

On Page 8 there's a table and it indicates which buildings are to be retained and which ones are to be demolished, and all the accessory buildings on the site indicates that they're going

to be demolished.

On Page 9 it says, and I quote, “The other existing five structures on the 900 Innes property will be demolished.”

On Page 11, I quote, “The existing five buildings and structures at the 700 Innes property will be demolished.”

Now, if in fact those are erroneous statements, my question is will you be correcting them, and when? And if they’re not erroneous statements, how do you reconcile the conflict between these clear statements that require the demolition of these buildings with the other statements that indicate that they will be analyzed?

So I guess my question is, what are you going to do about these conflicting statements; will you be correcting them, and if so, when?

MS. BENNETT: Thank you.

Linda Richardson.

MS. RICHARDSON: Good afternoon everyone. I’m Linda Fadeke Richardson, long-time India Basin resident and also former San Francisco Planning Commissioner, and also a member of the India Basin Waterfront Parks Planning Group, and for decades I chaired the land use planning and transportation

with the former San Francisco Redevelopment Agency we started transportation and basically a land use for India Basin and the entire Bayview.

You are attempting to do a combined Draft EIR for a public/private project, which is the India Basin Shoreline Park, with a very, very private development of BUILD. To me, it is a very cunning way of doing that; however, it is unprecedented.

The danger you have is that, yes, there are aspects of this project that we support. It is not (inaudible). We do not want anything being -- we know India Basin very well in terms of the proposed land use that the residents and city officials, agencies, and also state officials we've worked together for decades.

The county transportation, SFCTA Muni and the regional, we've initiated feasibility studies for transportation, so most of the people sitting here really have substantial knowledge of that area very well, including the ecosystems.

And you know that India Basin is not like any place in the Bay Area, it's a very sensitive ecosystem, and for decades we have taken people to court to preserve and protect that sensitive ecological system. In fact, if we had not done

that, none of the projects that you have today would be there, so we really understand.

We are going to the danger that you have by combining those EIRs is that if any one of them is challenged, and you know that both are now going to be put in jeopardy.

Again, there are aspects of the projects and the private development that we are going to be looking at very closely. And again, our concerns are very reasonable issues that we hope all of us can get on board and be able to do that.

But I just wanted to come out here and let you know that, yes, we will be responding with written comments. I support in principle the comments outlined by Sue Ellen before. You should know there are others that needs to be added, and everyone is actively engaged to make sure that our influence of the concerns for that area is in place.

And so we are digesting those documents very religiously and we will ensure that either this process is great, all the levels that are you going to be traveling. I know it went up to the Planning Department and we don't know where it's going to end up, but we understand the process very well and we are actively engaged.

Thank you very much.

MS. BENNETT: Thank you.

I don't have currently any more speaker cards. Is there anyone else that wanted to speak? Do you mind coming up to the microphone, for the recording and for folks. And state your name, thanks.

MR. JENNISON: Sure. My name is Ellsworth Jennison. I was wondering if there any of the Planning Commissioners here?

MR. BOLLINGER: No, there are not.

MR. JENNISON: Thank you.

MR. BOLLINGER: Thank you to the speakers.

Before we end, a few key points I'd like to remind you of.

Your comments tonight and ones we receive in writing will be carefully reviewed and reflected in the Draft EIR. Written responses, however, will not be prepared until we issue the response to comments document on the Draft EIR.

You will have several opportunities for additional input, including providing written comments on scoping, comments on the Draft EIR, and at the Planning Commission hearing on the Draft EIR.

If you have any questions or comments

concerning the environmental review process for the project, please contact me, Brett Bollinger, at the Planning Department, or check the environmental planning pages on our website.

That wraps things up. Thank you everyone for coming. Have a good night, and go Warriors.

(Adjourned at 6:08 p.m.)

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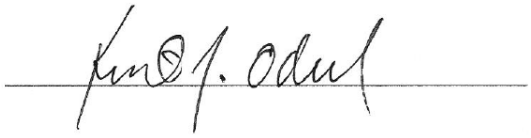
REPORTER'S CERTIFICATE

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 21st day of June, 2016.



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And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 21st day of June, 2016.

Terri Harper

_____

Terri Harper
Certified Transcriber
AAERT No. CET**D-709

GREENACTION

For Health & Environmental Justice

May 23, 2017

Michael Li
San Francisco Planning Department/Environmental Planning Division
1650 Mission Street Suite 400
San Francisco, CA 94103

RE: India Basin Mixed Use Project Draft EIR

Dear Mr. Li,

On behalf of our many members and constituents in Bayview Hunters Point, Greenaction for Health and Environmental Justice is writing to raise several serious concerns about the India Basin Mixed Use Project. We call on your agency to immediately remedy serious defects in the Scoping and DEIR process, including the refusal of your agency to provide meaningful opportunities for public participation to non-English speaking residents.

On June 7, 2016, Greenaction wrote to the Planning Department about several issues related to the Scoping and EIR processes, including the English-only notices associated with the environmental review process. We asked "if the notice and/or environmental documents were prepared and provided in any language other than English, as it is vital that all members of the community are informed about what is proposed and how they can provide input. If such translations were not provided, we hereby request a notice and underlining documents immediately be made available in other relevant languages spoken in the community."

On June 9, 2016, Mr. Bollinger responded to our June 7th communication, rejecting our request for translation. Mr. Bollinger stated in relevant part:

> Regarding translation services, we can provide that service at the Planning Commission DEIR public hearing if requested. We can also work with individuals over the phone to answers questions regarding the environmental review process and analysis we publish. We do not have the resources to translate every page of analysis into multiple languages. Any individuals that need translation services can go through the Mayor's Office of Disability: http://sfgov.org/mod/language-access-ordinance

The refusal of the Planning Department to translate the notice and any part of the associated environmental review documents, despite the fact that the affected community has many non-English speaking residents (particularly Chinese and Spanish-speaking), is unacceptable as it denies them their lawful right to meaningful participation in public processes including the Scoping and EIR process. The Planning Department clearly has the resources, as well as the legal and moral responsibility, to translate the public notices and at least translate an extended executive summary of the Scoping/Notice of Preparation, DEIR, EIR and other key documents.

Furthermore, it is insulting to San Francisco residents who are non-English speaking or limited English speaking for the Planning Department to respond by saying: ***"Any individuals that need translation services can go through the Mayor's Office of Disability…"***

559 Ellis Street, San Francisco, CA 94109 • Telephone: 415-447-3904 Fax: 415-447-3905
P.O. BOX 277, Kettleman City, CA 93239 • Telephone: 559-583-0800
www.greenaction.org

It is ironic that the Planning Department in the Sanctuary City of San Francisco apparently considers **speaking a language other than English as a disability. It is a human right.**

We are also concerned that the Planning Department apparently plans on releasing the Draft Environmental Impact Report any day. In addition to the language access issues described above, we have serious concerns that the DEIR will be inadequate due to the lack of information and analysis about the extent of contamination at the project site.

We understand that some testing for toxic contamination has been conducted. We also understand that test results were not considered in development of the DEIR as these test results are just being analyzed now. We further are concerned that no testing was conducted for possible radioactive contamination, despite the clearly known fact that the adjacent Hunters Point Naval Shipyard Superfund site is heavily contaminated with radioactive waste from decades of military and industrial polluting activities. The lack of data immensely relevant to a DEIR undermines that adequacy of the DEIR and prevents the public from being able to make informed comments – denying us and others our lawful right to meaningful civic engagement in the process.

We therefore call on the San Francisco Planning Department to take the following actions to ensure that the environmental review process is legitimate, ensures full meaningful civic engagement opportunities for all people including people of color and non-English speaking residents, and complies with state and federal civil rights laws:

(1) Start the process over, and do it properly, starting with the Scoping/Notice of Preparation;

(2) Translate all notices associated with the project into languages spoken by Bayview Hunters Point residents, including Spanish and Chinese;

(3) Translate all environmental review documents, or at a minimum produce and translate extended Executive Summaries of all documents; and

(4) Require that the entire site be thoroughly tested for hazardous and radioactive contamination, with test results analyzed and made publicly available, prior to the creation of a DEIR document.

We request a meeting with your department in the next week to discuss these urgent matters.

Sincerely,

Bradley Angel

Bradley Angel, Executive Director

cc Nicole Avril, Recreation and Parks Department
Bayview Hunters Point Mothers and Fathers Committee
Bayview Hunters Point Environmental Justice Response Task Force
Department of Toxic Substances Control
APRI
PODER