

## ADDENDUM TO ENVIRONMENTAL IMPACT REPORT

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**Date of Publication of Addendum:** November 19, 2003

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

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**Lead Agency:** Planning Department, City and County of San Francisco  
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**Project Title:** 2003.0241 – Hunters Point Shipyard Phase I Development Program

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**Project Address:** Hunters Point Shipyard

**Assessor's Block and Lot:** N/A

**City and County:** San Francisco

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### **Remarks:**

#### *Background*

The San Francisco Redevelopment Agency and Board of Supervisors adopted the Hunters Point Shipyard Redevelopment Plan in 1997. As authorized in CEQA for base closure actions, the San Francisco Planning Commission and Redevelopment Agency Commission subsequently certified a Final Environmental Impact Report (EIR), file number 1994.061E, February 8, 2000. The project analyzed in the Final EIR is the reuse of the Hunters Point Naval Shipyard following disposal by the United States Navy under the Base Closure Act, implementing the Hunters Point Shipyard Redevelopment Plan adopted in 1997.

#### *Proposed Revisions to Project*

Subsequent to the certification of the final EIR, the proposed development program for a portion of the Shipyard, parts of Parcels A and B, has been refined. The revised project differs from that analyzed in the EIR in that only Phase I development is under consideration at this time. Phase I includes changes in location of some residential uses, increases in height limits of up to five feet in some areas of Parcels A and B, and changes in the mix of non-residential uses expected by 2010.

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

#### *Analysis of Potential Environmental Effects*

See attached analysis and discussion.

A Revised Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Hunters Point Shipyard Reuse Plan was prepared by the United States Navy and the City and County of San Francisco in October 1998.<sup>1</sup> The Revised Draft EIS/EIR analyzed closure and disposal of the Shipyard by the Navy and a proposed Reuse Plan for the site prepared by the City. The EIR was certified by the San Francisco Planning Commission and Redevelopment Agency Commission in February 2000; the certified Final EIR is referred to as the "Final EIR" throughout this Addendum. The Hunters Point Shipyard Redevelopment Plan and the companion Design for Development are implementing tools that facilitate development consistent with the Reuse Plan analyzed in the Final EIR. The Final EIR analyzed reasonably foreseeable development under the Reuse Plan at two points in time—2010 and 2025—as well as a Reduced Development Alternative and No Project Alternative.

In early 1999, the San Francisco Redevelopment Agency entered into an exclusive Negotiations Agreement with Lennar/BVHP to prepare a specific development plan to implement the Redevelopment Plan and negotiate a Disposition and Development Agreement for the transfer of the Shipyard. Lennar/BVHP undertook an extensive community planning process and presented a Preliminary Development Concept (PDC) for Hunters Point Shipyard in late 1999. In 2000-2001, proposed changes to the preliminary concept resulted in the Phase I development program currently under consideration by Lennar/BVHP and the San Francisco Redevelopment Agency. Under the draft Disposition and Development Agreement (DDA) submitted for public review in September 2003, Lennar/BVHP would develop infrastructure for the Phase I development program and prepare lots for development by the San Francisco Redevelopment Agency, Lennar/BVHP, and other third party developers. Phase I development would be built in the near term, before 2010. Phase I includes the same land uses as in the Redevelopment Plan, and focuses on the portions of the Shipyard that federal and state environmental regulators are expected to soon find suitable for development following completion of environmental cleanup. For purposes of the cleanup program the regulatory agencies have divided the Shipyard into six parcels, identified in the Final EIR as Parcels A through F, with Parcel F being underwater areas of the Shipyard. The six parcels are shown in Figure 3.7-1 on p. 3-79 of the Final EIR. Parcel A is expected to receive a Final Finding of Suitability to Transfer in spring 2004. It is expected that Parcel B will be the next parcel available for transfer, following the completion of remedial activities. Cleanup activities for Parcels C, D and E are expected to continue for several more years. The Phase I development includes portions of Parcel A and Parcel B.

Additional approval actions are now required for the Phase I Development. More detailed information is available regarding the location, design and construction of

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<sup>1</sup> A Draft EIS/EIR had been published in 1997 by the United States Navy and the San Francisco Planning Department. Prior to completing responses to public comments on the Draft, a Revised Draft EIS/EIR was prepared and published in 1998.

buildings and infrastructure on portions of Parcels A and B necessitating preparation of this Addendum to the Final EIR. Furthermore, updated information about hazardous substances as well as more information about transportation mitigation measures based on the revised development program is provided in this Addendum. Pursuant to CEQA Guidelines Section 15091 (Findings), 15092 (Approvals) and 15164 (EIR Addenda), the decision makers for the approval actions must consider the information contained in this Addendum, and the Hunters Point Shipyard Final EIR, prior to making a decision on the project.

This Addendum summarizes the conclusions presented in the Hunters Point Shipyard Final EIR, analyzes the current Phase I proposal in light of that information and other information now available, and concludes that the proposal is within the scope of those environmental analyses, would not result in any new significant environmental effects, and does not require additional environmental review.

## **Project Description**

### **A. Location**

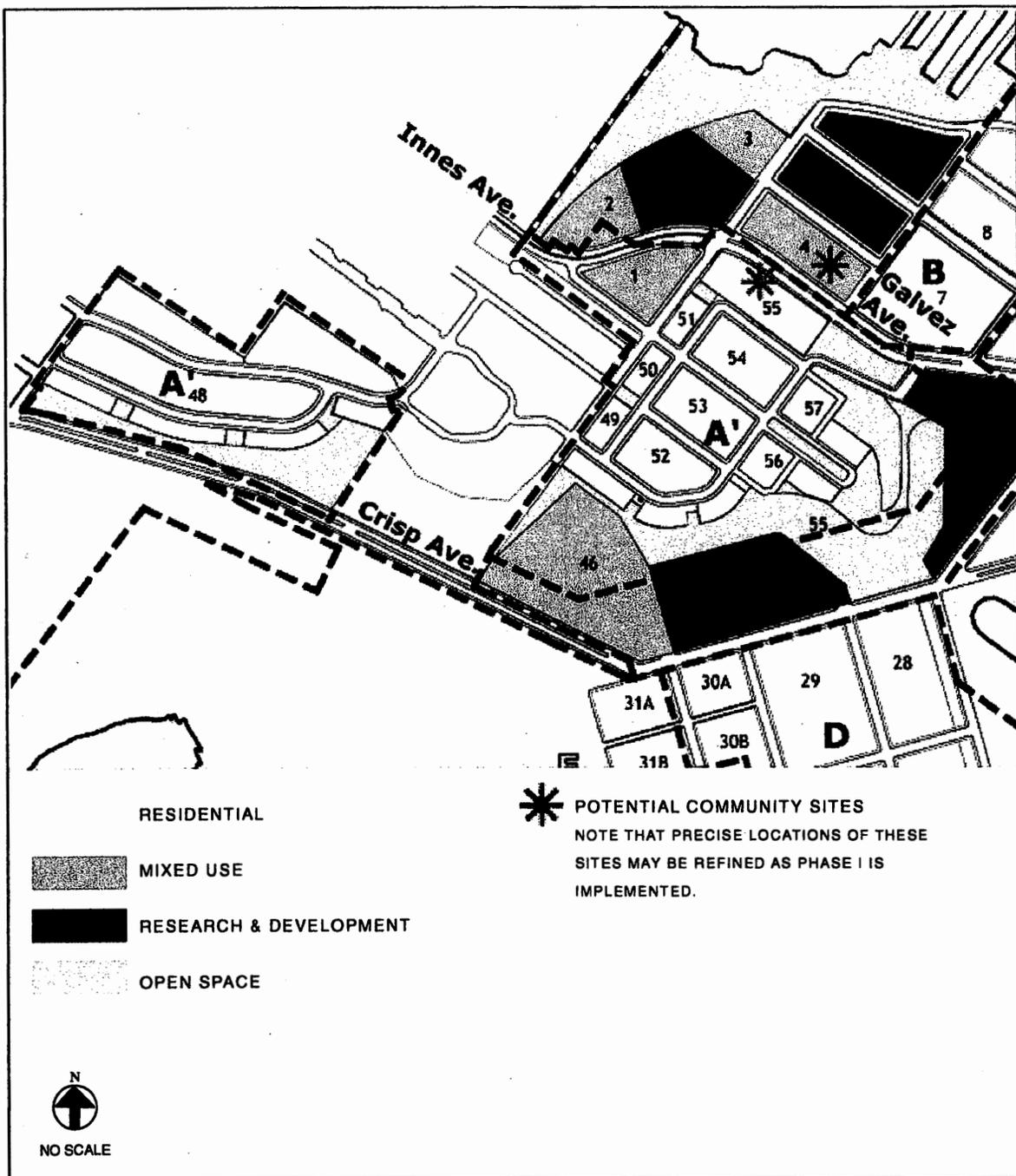
The Hunters Point Shipyard Redevelopment Project Area is generally bounded by San Francisco's Bayview Hunters Point community to the west and San Francisco Bay to the north, east, and south (the "Project Area"), shown on Figure 1: Hunters Point Shipyard Location. The Redevelopment Project Area comprises all of the dry land shown on the Redevelopment Plan boundary map, about 494 acres, plus the surrounding submerged acres, that were formerly used as a naval shipyard facility. In recent years the Shipyard has been largely vacant and underutilized. The dry land acreage is characterized by deteriorated, obsolete or dysfunctional buildings and deteriorated or obsolete infrastructure.

The Phase I development program includes infrastructure and development on portions of Parcels A (the Hillside and Hilltop, collectively called the Hill Neighborhoods and the entry area) and B (Lockwood Landing), in the northwestern portions of the Shipyard, shown in Figure 2: Phase I Development Area and Land Use Plan. The portions of Parcels A and B in Phase I are also referred to as Parcels A' and B'. These parcels are the first to be available for transfer and development. In addition, community sites are included in Phase I for development on about 6 acres located primarily in Parcel B' and along the west side of Galvez Avenue in Parcel A', set aside for community space. The Interim African Marketplace is proposed to be located on an approximately 1.2-acre site in Parcel A'; it is intended to continue until the planned permanent African Marketplace is established in another location at the Shipyard.









SOURCE: SMWM

**HUNTERS POINT SHIPYARD PHASE I**

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



## **B. Phase I Development Program**

The Phase I development program for portions of Parcels A and B conforms to the land uses in the adopted Redevelopment Plan and Design for Development. The Phase I program consists of 1,600 residential units and 300,000 total square feet (sq. ft.) of commercial space.<sup>2</sup> The Phase I program also includes the Interim African Market on 1.2 acres in Parcel A', and a total of about 6 acres of land on portions of Parcels A and B identified as community sites, to be developed with about 252,000 sq. ft. of community-serving facilities. Parcel B would be developed into 220,000 sq. ft. of research and development (R&D)/office and 60,000 sq. ft. of support retail space. Of the 252,000 sq. ft. of community-serving facilities, about 200,000 sq. ft. would be developed on Parcel B'. These community sites are expected to be developed as non-profit offices, artist studios and galleries, health and educational services, or other community uses. The Hillside and Hilltop residential areas in Parcel A' would include about 1,238 units of housing; the remaining 362 residential units would be above retail and office uses east of Donahue Street in Parcel B. At the entrance to the Shipyard on Parcel A there would also be 20,000 sq. ft. of neighborhood-serving retail/commercial space. The remaining 52,000 sq. ft. of community space would be developed along Galvez Avenue on Parcel A. The proposed land uses are shown in Figure 2.

Both the development program assumed in the Final EIR to have been completed by 2010, and the Phase I development program for parts of Parcels A and B likely to be built and occupied by about 2010 include the same types, but different mixes of land uses, as shown in Table 1. The Phase I development program proposes approximately 60 percent less commercial development than is analyzed for 2010 in the Final EIR. The Phase I development program includes proportionally more space devoted to R&D/office than analyzed in the Final EIR for 2010; the proposed R&D/office space would be about 70 percent of the amount analyzed in the Final EIR at full buildout in 2025. No industrial use is proposed for the Phase I development program, whereas industrial space was over 25 percent of the commercial land use in the Final EIR by 2010.

The total number of residential units in the Phase I program is about 300 units more than the 1,300 units assumed to be completed in the Final EIR by 2010 (see Table 1). The Phase I program includes about 1,268 residential units in the Hill Neighborhoods (Parcel A'), plus about 362 units in the Parcel B' portion of the Lockwood Landing Mixed Use area, for a total of about 1,600 units. The Final EIR analyzed 800 residential units in the Hill Neighborhoods by 2010 and about 500 units in the Lockwood Landing area, totaling 1,300 units.<sup>3</sup> Thus, the Final EIR included about 468 fewer units in the Hill

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<sup>2</sup> Conceptual Framework for Phase I Development of the Hunters Point Shipyard, July 22, 2003, p. 3.

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

**Table 1: Comparison of Hunters Point Shipyard Phase I Development Program (Parcels A' and B') To Final EIR Reuse Plan Alternative for the Years 2010 and 2025**

<b>Land Use</b>	<b>Revised EIR 2010<sup>1</sup></b>	<b>Phase I Development Program<sup>2</sup></b>	<b>Revised EIR 2025</b>
Mixed Use <sup>3</sup>	570,000	332,000	1,150,000
R&D/Office	65,000	220,000	312,000
Industrial	385,000	0	775,000
Cultural/Education	335,000	0	555,600
<b>Total Commercial sq. ft.</b>	<b>1,355,000</b>	<b>552,000</b>	<b>2,792,600</b>
Residential	1300 d.u.	1600 d.u.	1300 d.u.
Live/Work (l/w)	300 l/w	0	500 l/w
<b>Total Residential and Live/Work</b>	<b>1,600</b>	<b>1,600</b>	<b>1,800</b>
Total On-Site Residential Parking		1900 <sup>4</sup>	

**Notes:**

1. Final Environmental Impact Report for the Hunters Point Shipyard Reuse Plan ("EIR"), October 1998, certified February 2002, p. 2-6, Table 2.2-1. Covers development on all parcels projected through year 2010. The Final EIR also analyzes full buildout, assumed to occur by 2025.
2. All development proposed on parts of Parcels A and B is assumed to take place before 2010. No development on the remainder of A and B, or on Parcels C and D is currently specified. The 252,000 sq. ft. of development assumed for the community sites is included in the Phase I program total for commercial space. Expected uses could include non-profit offices, artist studios, art galleries, health and educational services, and other community uses allowable under the Redevelopment Plan. The community sites are reflected in the totals for the Mixed Use and R&D land uses.
3. Mixed Use includes 132,000 sq. ft. of "local serving" retail, with 80,000 sq. ft. in Parcel A and 50,000 sq. ft. on the community sites in Parcel B.
4. The number of off-street parking spaces for residential uses is approximate.

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

Neighborhoods and about 138 more residential units in Lockwood Landing than proposed in the Phase I program. An increase of 468 residential units on parts of Parcel A and a decrease of 138 residential units on parts of Parcel B represent a redistribution of residential density, and not a substantial change in the total number of units analyzed in the Final EIR for 2010. The Final EIR includes an additional 300 live/work units in the Lockwood Landing mixed use area by 2010, bringing the total number of units analyzed in the Final EIR for year 2010 to 1,600.

Phase 1 development of parts of Parcels A and B would also include approximately 34 acres of active and passive open space and shoreline improvements. Development is proposed to begin in the Hill Neighborhoods of Parcel A, as that parcel will be transferred from the Navy to the Redevelopment Agency before Parcel B. Development is expected to begin within about two years on parts of Parcel B, when remediation activities are completed.

### **C. Circulation and Transportation Improvements**

The Phase I circulation system includes improving existing streets and constructing new streets in Parcels A' and B'. Before Parcel B' is transferred and available for development, Innes Avenue, Donahue Street and Galvez Avenue would be improved and remain in their current alignment. These three streets would be Major Arterials in Parcel A', and would be improved to provide two travel lanes in each direction, with a median, a striped bicycle lane on each side, and a sidewalk on each side. No on-street parking is proposed on Innes Avenue and Donahue Street in the Shipyard entrance area, in Parcel A'. Parking would be provided on one side of Galvez Avenue. All three streets would be designated as the initial truck route into the Shipyard. The portions of Innes Avenue and Donahue Street in Parcel A' would also be designated transit streets.

Local residential streets in the Hilltop area of Parcel A' include Innes Avenue south of Donahue Street and north of Innes Court, Hudson Avenue south of Donahue Street, Coleman Street, Kirkwood Avenue, Jerrold Avenue, and Freidell Street. These streets would be improved as local streets, with one lane in each direction and an approximately four-foot landscaped area and four-foot-wide sidewalk on each side of the street. Innes Court would be a one-way street in the Hilltop area surrounding the landscaped central park area; it would have a landscaped area and sidewalk on the residential side of the street. On-street parking would be provided on at least one side of the street in the Hilltop area.

Local residential streets in the Hillside area of Parcel A' are Navy Road and Oakdale Avenue. These two streets would have one lane in each direction, a parking lane on each side of the street, and an approximately five-foot landscaped area and five-foot-wide sidewalk on each side of the street.

When Parcel B' has been transferred and development can occur, streets in the area would be improved. Local commercial streets in the Lockwood Landing portion of Parcel B' include Fairfax Avenue, Lockwood Avenue, McCann Street and Donahue Street east of Galvez Avenue. These commercial streets would have one lane in each direction, a parking lane on each side, and an approximately five-foot landscaped area and five-foot sidewalk on each side of the street. Lockwood Avenue would also be a designated transit street. In addition to the street improvements planned in this second stage of Phase I development, the configuration of Galvez Avenue would be extended and realigned between Innes Avenue and Donahue Street to form an "S" curve and connect directly to the main gate of the Shipyard. The portions of Innes Avenue between Galvez Avenue and Donahue Street and Donahue Street between Innes and Galvez would be rebuilt to become local streets with one lane in each direction rather than two. The traffic signal now at Innes Avenue and Donahue Street would be removed and the intersection would be more clearly the entrance to the Hilltop residential area. No other traffic signals are proposed on streets in the Phase I development program. Galvez Avenue would remain a four-lane street.

As part of infrastructure construction in Parcel B', improvements would be made along the shoreline in the areas of Dry Dock Nos. 5, 6, and 7 and berths 61, 62, 64 and 65. The existing partial decks at berths 61, 62, 64 and 65 would be removed, and pilings cut just below the water line. Other obvious debris in the water nearby and in the areas between Dry Dock Nos. 5, 6, and 7 would also be removed. Deck structures, hand rails, lighting and street furniture would be added to provide for pedestrian access and amenities.

#### **D. Utilities**

Existing utilities in the Phase I area of the Shipyard would be removed or abandoned, and replaced with new facilities. Wet utilities include piping for potable water, reclaimed water, sanitary sewage, stormwater runoff, and combined storm and sanitary sewage flows. In addition, piping for the high-pressure auxiliary water supply system (AWSS) for firefighting would be installed in Parcels A and B on the Shipyard. Dry utilities include electricity, natural gas and telecommunications facilities.

The low-pressure domestic water supply distribution system would connect to the existing University Mound City water system near the intersection of Innes Avenue and Earl Street for service to Parcel B' during Phase I. This connection would eventually become part of the main backbone water system for the Shipyard, following a future connection to University Mound at Crisp Road and Griffith Street. The Hilltop and Hillside areas would be connected to the Hunters Point System in Jerrold Avenue at Earl Street; and at Oakdale Avenue near Ingalls Street, both locations are outside the Shipyard boundaries. New water lines would be installed in most of the reconstructed streets in Parcels A' and B' to provide service to existing and planned new buildings. Water would be supplied from the University Mound and Hunters Point reservoirs. The potable water supply system would also provide water for firefighting.

The City's high-pressure AWSS does not exist in the Hunters Point Shipyard. A portion of a new AWSS for the Shipyard would be constructed in Innes Avenue between Earl Street and Donahue Street for connection to the AWSS at some future date when a connection becomes available. Although piping would be installed, the AWSS would not be available on the Shipyard during Phase I.

Hunters Point Shipyard is within the area where a separate, non-potable water supply is required to be provided pursuant to the City's Reclaimed Water Ordinance. All landscaped areas over 10,000 sq. ft. must be served by non-potable water. In addition, all new buildings over 40,000 sq. ft. must have dual plumbing to accommodate both potable and non-potable water supplies. A non-potable reclaimed water distribution system would be constructed in most streets in Phase I, and through the middle of the park surrounded by Innes Court in the Hilltop area. The reclaimed water distribution system would not be connected to a non-potable water supply until reclaimed water is available on the east side of the City.

Most of the Hunters Point Shipyard is served by separated storm and sanitary sewer systems. Development of Parcels A' and B' would include construction of new separated storm drain and sanitary sewer systems in Parcel B' and the Hilltop area. New storm drains to serve the Hilltop in Parcel A' would be constructed first, and would connect to existing storm drains in Galvez Avenue and Donahue Street. Storm water runoff would be discharged through the existing bay outfall on the shoreline located beyond the end of Donahue Street, west of Drydock No. 7. Replacement of about 250 feet of existing storm sewer in Parcel B' north of Galvez Avenue near McCann Street is also included in this stage of Phase I. When Parcel B' is transferred and the second stage of Phase I development begins, new storm drain pipes would be constructed under streets in Parcel B', to connect to two new bay outfalls constructed in the same location as the existing outfall. Vortex-type treatment systems would be installed before the outfalls to remove floatable materials, settleable solids, and petroleum-based contaminants prior to discharge to the bay.

The Hilltop and Parcel B' would be served by a new separated sanitary sewer system. New sewers would be constructed in the Parcel A' Hilltop area first, in the first stage of Phase I development. This system would connect to the City wastewater system via an existing sewer at the intersection of Innes Avenue and Donahue Street. When construction begins in Parcel B', new sanitary sewers would be constructed in streets in the Lockwood Landing area, connecting to a pump station near the intersection of Lockwood and McCann Streets. The pump station would discharge to a force main (a sewer pipe through which flows are "forced" by pumps rather than flowing by gravity) connecting to the existing City system at Innes Avenue and Donahue Street.

The Hillside area of Parcel A' would continue to be served by a combined sanitary and stormwater sewer system. New combined sewers would be constructed in Navy Road and Oakdale Avenue, connecting to the existing City combined sewer system near the

intersection of Griffith Street and Oakdale Avenue at the Shipyard boundary. The combined flows from the Hillside area would be treated at the Southeast Water Pollution Control Plant and discharged through the existing bay outfall east of Islais Creek.

Street lights would be installed along all streets in Parcels A' and B' as part of street reconstruction. A joint trench containing "dry" utility conduits would also be constructed as part of street reconstruction to accommodate electrical, telecommunications and natural gas services. This joint trench would include a minimum of ten 4-inch conduits for electrical and telecommunications, and additional conduits for traffic signal interconnects and emergency police and fire communications.

#### **E. Construction Activities**

Construction activities in Parcel A' and those in Parcel B' occurring within ten feet of existing grade would generally be either in soil that has been determined to contain no hazardous levels of chemicals or soil that has been remediated to a level acceptable to the U.S. Environmental Protection Agency (U.S. EPA), the California EPA (Cal/EPA), and the City. Where warranted by site-specific information, developers would test soil prior to construction, as called for in measures included in the Mitigation Monitoring and Reporting Plan (MMRP) adopted by the San Francisco Redevelopment Agency after the Final EIR was certified. In Parcel B', developers would implement any additional measures as required by regulatory agencies for utility or other excavations that would disturb soil deeper than 10 feet below existing grade, where soil has not been remediated, to ensure all applicable health and safety measures are applied during construction.

The Hilltop area would be graded to limit maximum roadway grades to less than 14 percent, and to provide buildable sites for construction of residential buildings. An existing landslide on the side of the hill would be excavated and reconstructed to provide a stable slope (see Geology section, below for additional discussion of landslide repair). In accordance with adopted mitigation measures, the developer would prepare and implement a construction Storm Water Pollution Prevention Plan to reduce the likelihood of contamination from construction activities entering the bay.

#### **F. Interim Uses**

Final EIR Appendix C lists the tenants in Parcels A and B as well as tenants located in buildings on other parts of the Shipyard. Many of these or similar tenants remain on the Shipyard and are expected to continue for the reasonably foreseeable future. Lennar/BVHP and the Redevelopment Agency have negotiated an interim lease that would transfer caretaking responsibility for those areas of the Shipyard transferred by the Navy to the Agency but not yet conveyed by the Agency to a third party such as Lennar/BVHP. For example, when Parcel A' is transferred to Lennar/BVHP pursuant to the terms of the DDA, only the remainder of Parcel A would be subject to the interim lease. The interim lease would allow the continuation of the existing leases and other

similar interim uses on the Shipyard in existing buildings or in temporary structures. Continuation of these leases would not result in any substantial changes in activity on the Shipyard compared to existing uses described in Chapter 3, Affected Environment, in the Final EIR.

### **G. Approvals Required**

The San Francisco Redevelopment Agency Commission would hold a public hearing to consider a Disposition and Development Agreement between the San Francisco Redevelopment Agency and Lennar/BVHP for Phase I development. Other major approvals that would need to be taken by the Agency, various City commissions and departments, the Board of Supervisors, and various state and federal agencies to implement Phase I are listed below.

#### **San Francisco Redevelopment Agency Commission**

- Approve the Conveyance Agreement between the Agency and the U.S. Navy that would enable the transfer of Parcels A and B', among others, and a cooperative agreement for fire and security services with the Navy.
- Approve actions related to the establishment and formation of one or more community facilities district(s).
- Approve actions related to the issuance of special tax bonds.
- Approve an exchange agreement with the State Lands Commission regarding the public trust.
- Approve an interagency cooperative agreement with City agencies.

#### **City Departments and Commissions**

- All approving agencies: Adopt CEQA findings and Mitigation Monitoring and Reporting Program; approve an interagency cooperative agreement with the San Francisco Redevelopment Agency.
- Planning: Adopt and recommend to the Board of Supervisors amendments to the *San Francisco General Plan* and corresponding zoning map or Planning Code amendments; determine consistency of the Redevelopment Plan and associated approvals with the *General Plan* and Planning Code Section 101.1 Priority Policies.
- Public Works: Approve and apply subdivision regulations; approve subdivision maps; approve design of public infrastructure; accept street improvements.
- Public Utilities: Approve sewer, stormwater and water systems.
- Building Inspection: Approve grading and landslide repair plans, and building permits.
- Public Health: Implement Health Code provisions related to soil and groundwater management plans.

## Board of Supervisors

- Adopt CEQA findings and Mitigation Monitoring and Reporting Program.
- Approve amendments to the *San Francisco General Plan* and corresponding zoning map or Planning Code amendments.
- Determine consistency of the Redevelopment Plan with the *General Plan* and Planning Code Section 101.1 Priority Policies.
- Approve amendments to the Health Code implementing a soil and groundwater management program for the Shipyard.
- Approve amendments to the Subdivision Code for the Shipyard.
- Approve street vacations, subdivision maps and dedication of streets.
- Approve a cooperative agreement for fire services with the Navy.

## State and Federal Agencies

- U.S. EPA and Cal/EPA: Determine Parcels A and B are suitable for transfer and approve any environmental restrictions.
- U.S. Navy: Approve the Conveyance Agreement between the Agency and the Navy that would enable the transfer of Parcels A and B', among others, and a cooperative agreement for fire and security services with the Navy.
- State Lands Commission: Approve an exchange agreement with the Agency regarding the public trust.
- Regional Water Quality Control Board: Determine compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements for new stormwater system and stormwater discharges during construction; issue Clean Water Act Section 401 certifications or waiver for projects such as removal and replacement of piers, pilings or other structures in the Bay requiring a Section 404 permit.
- U.S. Army Corps of Engineers: Issue Clean Water Act Section 404 permit for removal and replacement of piers, pilings, or other structures in the Bay.
- Bay Conservation and Development Commission: Issue permits for development in the Bay and the 100-foot shoreline band.

## Comparison of Phase I Development Plan to Reuse Plan in Final EIR

The current proposal for the development of portions of Parcel A (Hill Neighborhoods and Parcel B (Lockwood Landing) is consistent with the project proposed and analyzed in the Final EIR. It differs primarily in the level of detail available.

The Final EIR analyzed impacts in two future years: partial development in 2010 and full buildout in 2025. For both analysis years, new development was assumed to be located throughout the Shipyard; exact locations were not specified. The Phase I development program for portions of Parcels A and B is expected to be built out by about

2010. Therefore, it is appropriate to compare the impacts of the Phase I development program for portions of Parcels A and B with those presented in the Final EIR for the year 2010. Buildout of the Reuse Plan was assumed to occur by 2025 in the Final EIR, completing development throughout the Shipyard. The development for the remainder of the Shipyard likely would be consistent with the land uses and development principles set forth in the Redevelopment Plan and Preliminary Development Concept; however, given the uncertainty of the clean-up and transfer schedule for these parcels, it is not possible to establish a precise development program for them. Therefore, the development program assumed in the Final EIR for 2025 remains a reasonable presumption for buildout of the Shipyard. The analysis in this Addendum, discussing the Phase I development program for portions of Parcels A and B at the Shipyard, will focus mainly on the development anticipated between now and 2010. The goal of the analysis and discussion is to determine whether the Final EIR analysis adequately addresses the impacts of the Phase I development program.

The present proposal differs from descriptions in the Hunters Point Shipyard Final EIR for the 2010 scenario in the respects listed below:

- Changes in the location of residential uses,
- Changes in height limits, and
- Changes in the mix of non-residential uses.

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

### **Analysis of Project Design, New Information, and Changes Since Certification of Hunters Point Shipyard Final EIR**

The proposed Phase I development for portions of Parcels A and B of the Hunters Point Shipyard differs from the proposed project in the Final EIR primarily in the level of detail available, as stated previously. Following is a brief discussion of each major topic in the Final EIR in relation to the Phase I development program. These discussions provide support for preparing an Addendum to the Hunters Point Shipyard Final EIR.

#### **A. Land Use**

Section 4 - Environmental Consequences, Chapter 4.2 - Land Use of the Final EIR discusses the juxtapositions of planned and existing land uses under a phased development program (see Final EIR, pp.4-45 to 4-46). The Final EIR identifies areas of concern where planned and existing land uses in the short-term and medium-term have

the potential to interact and produce significant impacts. These land use interactions include:

- Planned residential and open space land uses with ongoing remediation activities,
- Planned educational and cultural uses with existing industrial uses north of the North Pier, and
- Planned mixed-use areas with industrial activities at Dry Dock No. 4.

The Final EIR does not identify significant land use impacts. The Final EIR notes that without specific development plans, only a general discussion could be provided about the potential interactions. Issues related to the juxtaposition and adjacency of existing and planned uses within the Shipyard would occur with Phase I development as described in the Final EIR for the Reuse Plan. Juxtaposition of developed areas with areas undergoing remediation is discussed under I. Hazards. The juxtapositions of educational/cultural uses with uses near the North Pier and mixed-use areas with industrial activities at Drydock 4 would not occur with Phase I development because those areas are not proposed to be developed in this first phase. The conclusions in the Final EIR would not change with development of Phase I.

An increase in the total number of residential units from 1,300 to 1,600 by 2010 proposed in the Phase I development would not create new significant environmental changes, as no new land uses are proposed. Development in the Hill Neighborhoods north of Crisp and west of Galvez Avenues would be buffered by planned open space uses, as was assumed in the Final EIR for residential uses (p. 4-46).

The Phase I development program would include 34 acres of open space on parts of Parcels A and B by 2010, consistent with the Final EIR discussion of increased open space provided for the Reuse Alternative. The 34 acres planned in Phase I would contribute to the total of 141.5 acres of open space to be developed by 2025, as analyzed in the Final EIR.

Development of community sites on portions of Parcels A and B (about 6 acres with about 252,000 square feet of building space), is a part of the Phase I development program. Of the 252,000 square feet (sq. ft.) of space reserved for community sites, it is estimated that about 200,000 sq. ft. would be built on portions of Parcel B and 52,000 sq. ft. would be on a portion of Parcel A on the west side of Galvez Avenue. Community sites may be developed with uses such as non-profit offices, artist studios and galleries, health and educational services, or other community-serving facilities. These types of uses would conform to the types of uses permitted in the Research and Development/ Office (R&D/Office) and Mixed Use land use designations adopted for these locations in the Redevelopment Plan and analyzed in the Final EIR. Thus, they would not conflict with existing and planned uses in these areas and would not result in significant land use impacts.

The Interim African Marketplace and outdoor performance space in Parcel A' on the west side of Galvez Avenue would conform to land use designations in the Redevelopment Plan and would be consistent with the objectives and goals of the Reuse Alternative analyzed in the Final EIR. The African-themed arts, performance and fresh market venue is intended to establish the Shipyard as a music, entertainment, cultural and tourist destination as well as function as an economic development tool. It would include temporary booths, similar to a farmer's market, and would operate primarily on weekends, possibly as often as one day per week.

The EIR analyses also considered relevant policies of the General Plan, the San Francisco Bay Plan and Seaport Plan, and State Tidelands Trust, and found the Reuse Plan, on the whole, to be consistent with the General Plan policies, and other relevant policies due to state and federal requirements that ensure conformance (Final EIR pp. 4-47 to 4-48). The Phase I development plan would not result in new or different land uses than analyzed in the Final EIR, and therefore would not cause new significant land use impacts.

In addition, there have been no substantial changes in uses at the Shipyard or to development in nearby areas since certification of the Final EIR that would change the analysis in the EIR. The Third Street Light Rail Extension project, which was taken into account in the Final EIR analysis, has been approved and is under construction. The Candlestick Point Retail/Entertainment Center, also taken into account in the Final EIR analysis, was not constructed and is no longer under review. The Bayview Hunters Point Redevelopment Plan remains under development and under review. The City has initiated a process for developing proposals for truck traffic circulation improvements in the Bayview Hunters Point area that is in the early planning stage. The Port of San Francisco has approved leases for additional industrial uses in the Southern Waterfront area, around Piers 80, 94 and 96. These uses in the Southern Waterfront would not change overall land use in the neighborhood, and are in keeping with former industrial uses on these Port properties.

The Phase I proposal for portions of Parcels A and B conforms to the Redevelopment Plan and the types and locations of uses would not substantially change compared to those analyzed in the Final EIR. Implementation of the Phase I development program would not result in new significant land use effects that have not already been analyzed in the Final EIR, nor have there been substantial changes to land use patterns or issues that would require revisions to the analysis in the Final EIR.

## **B. Visual Resources and Aesthetics**

The Final EIR identified no significant impacts to visual resources or aesthetics (pp. 4-51 to 4-52), based on design guidelines in the Design for Development prepared by the Redevelopment Agency in 1997. Proposed revisions to the Design for Development document for the Phase I development program include increased densities and height

limits in the Hill Neighborhoods on Parcel A' and increased height limits in the Lockwood Landing area on Parcel B'.

Dwelling unit density in the Hilltop neighborhood in Parcel A' originally proposed for 73 or 54 dwelling units per acre would be increased to permit up to 100 units per acre, and dwelling unit density originally proposed for 29 units per acre would be permitted at up to 73 units per acre. Height limits would increase from 50 to 55 feet and 40 to 45 feet. The 32-foot height limit areas would be retained at the edges of the hill. Residential density in the Hillside neighborhood would increase from 29 units per acre to 54 units per acre, and the height limit would increase from 40 to 45 feet. Changes to area coverage or open space are not proposed. Dwelling unit density increases in Parcel A' would not exceed 65 percent area coverage and open space would be provided at ground level to the maximum extent feasible.

An increase of five feet in height, when designed to accentuate the natural features of the hill, would be almost imperceptible. Thus, the proposed height limit increases in the Hill Neighborhoods would not result in new significant visual impacts. Retaining the 32-foot height limit areas on the Hilltop would maintain the smaller scale buildings at the edges of the bluff and would continue to accentuate the natural hill shape. Development and design guidelines would continue to maximize views of the water and accentuate the hill form with taller buildings and higher densities at the top of the hill, as described in the Final EIR (p. 4-51). Development in the Shipyard residential areas of Parcel A' would continue to be consistent with development in nearby residential areas, as discussed in the Final EIR on p. 4-52, would continue to protect views by requiring lower building heights at the edge of Hunters Point Hill, and would not result in significant visual impacts.

Lockwood Landing sites with residential components in Parcel B originally proposed for 54 dwelling units per acre would be permitted to provide 100 units per acre. Height limits for the portion of Parcel B included in Phase I are proposed to be increased. The existing 50-foot height limit for sites south of Donahue Street would increase by 5 feet to 55 feet. On the blocks north of Donahue Street the existing 40- and 50-foot height limits would increase by 5 feet to 45 feet and 55 feet, respectively. The key urban design concepts, to provide a strong built edge along Lockwood Street, provide for views of the water along side streets, and provide extensive waterfront open space, remain part of the approach to development in the Lockwood Landing area.

The visual resources analysis in the Final EIR remains applicable to the Phase I development program. Therefore, Phase I would not result in new significant visual effects that would change the conclusions in the Final EIR.

### **C. Shadow**

Shadow impacts of the Hunters Point Shipyard Redevelopment Plan were not specifically evaluated in the Final EIR, but are discussed here for informational purposes. Section

295 of the Planning Code (adopted in response to Proposition K, an initiative approved in 1984) restricts net new shadow on property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission, between one hour after sunrise and one hour before sunset at any time of the year by any structures above 40 feet in height. A building permit may be issued if the Planning Commission, in consultation with the General Manager of the Recreation and Park Department, determines that such shadow would not have a significant adverse impact on the use of such property. That ordinance does not apply to new structures 40 feet or less in height, nor to structures that existed before its passage; site redevelopment that is within the building envelope dimension of former structures would also be exempt. It also does not apply to open space under the jurisdiction of the San Francisco Redevelopment Agency.

The San Francisco Redevelopment Agency would own and maintain jurisdiction over open space proposed in the Hunters Point Shipyard Redevelopment Project Area; therefore, open space within the Phase I development area would not be subject to Section 295. As with the Reuse Alternative evaluated in the Final EIR, individual structures within the development would cast net new shadows on the open spaces proposed within Parcels A' and B' at various times of the day and year. The new shadows would be similar to those that would have been cast by buildings constructed under the project analyzed in the Final EIR and would not have a significant impact on the use of the proposed open space area.

The nearest existing public open space outside the project site that is under the ownership or jurisdiction of the Recreation and Park Commission is the Milton Meyer Recreation Center/Hunters Point Youth Park at 200 Middle Point Road, about 0.1 mile north of the Hillside area boundary.<sup>4</sup> Net new shadow from individual buildings constructed as part of the project development program would not reach the nearest public open space. Proposed buildings in the Hillside neighborhood would be close to a portion of the Milton Meyer Recreation Center/Hunters Point Youth Park. The maximum height of residential buildings in the Hillside neighborhood would be 45 feet; shadows from buildings of this height would fall on the slope above the Hillside neighborhood and would not reach the Hunters Point Youth Park. New shadow from the project site would not be expected to reach more-distant open spaces for any substantial period. As with development that would occur with the Hunters Point Shipyard Reuse Plan, the Phase I development program for Parcels A' and B' would not have a significant adverse impact on the use and enjoyment of public open space, and therefore would not have a significant shadow impact.

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<sup>4</sup> Other nearby open spaces under the Recreation and Park Department's jurisdiction are: India Basin Shoreline Park at Evans and Cesar Chavez Streets, about 0.25 miles north and west of the site; Hilltop Park at LaSalle and Whitney Young Circle Streets, about 0.3 mile northwest of the site; Bayview Playground at Third and Armstrong streets, about 0.7 miles west of the site; Youngblood Coleman Playground at Mendell and Galvez Streets, about 0.7 miles north of the site; and Gilman Playground at Gilman and Griffith Streets, about 0.5 miles southwest of the site boundary.

## D. Transportation and Circulation

An analysis of daily and p.m. peak hour trip generation, both person trips and vehicle trips generated by development planned in Phase I was prepared and compared with information from the Final EIR. Phase I development would generate substantially fewer daily and p.m. peak hour person trips and vehicle trips than estimated to occur in 2010 in the Final EIR under partial development at the Shipyard. This result, shown in Table 2, follows from the limited amount of development planned for Phase I compared to development estimated to occur in 2010 in the Final EIR, as shown in Table 1 and discussed under "Land Use," above.<sup>5</sup> Trip generation rates used in this analysis are the same as those used in the Final EIR.

**Table 2: Estimated Person and Vehicle Trip Generation for Phase I Compared to Final EIR**

	Daily Trip Generation		PM Peak Hour Trip Generation	
	Person Trips	Vehicle Trips	Person Trips	Vehicle Trips
Final EIR 2010	33,415	12,685	3,920	1,630
Phase I Development	27,349	9,137	3,278	1,088

Source: CHS Consulting Group, 2003; Final EIR Tables 4.1-2, B10 and B11.

Phase I development would generate approximately 72 percent of the total daily vehicle trips estimated to be generated under 2010 conditions in the Final EIR. Phase I development would generate approximately 67 percent of the total p.m. peak hour vehicle trips under 2010 conditions as analyzed in the Final EIR. All intersections within the Shipyard were shown in the Final EIR to operate at acceptable Level of Service (LOS) C or better in 2010, including the Innes Avenue/Donahue Street and Galvez Avenue/Donahue Street intersections (see Tables 4.1-3 and 4.1-4) and would not result in significant traffic impacts at intersections within the Shipyard. Two intersections were identified in the Final EIR as operating at unacceptable LOS F in 2010 with the Reuse Plan, at Third Street and Evans Avenue and at Third Street and Cesar Chavez Street (with implementation of the Third Street Light Rail project that is now under construction) (see Table 4.1-3 on p. 4-9 in the Final EIR). Traffic impacts that could result from development of Phase I would be substantially less than the impacts described in the Final EIR; therefore, Phase I development would not result in new significant impacts at intersections outside the Shipyard beyond those identified in the Final EIR.

<sup>5</sup> The Interim African Marketplace is not included in the calculation of trips generated by Phase I development because it would consist of temporary booths similar to a farmer's market and would occur occasionally rather than every day, perhaps as often as once per week and generally on weekends. Travel to and from the Interim African Marketplace would not occur regularly during the weekday afternoon peak period.

As discussed in A. Land Use, relatively little new development has occurred in the area surrounding the Shipyard since the Final EIR was certified in 2000. The Third Street Light Rail Extension Project that was assumed in the Final EIR is now under construction. The Final EIR took into account development expected in Mission Bay and in the Candlestick Point Retail / Entertainment Center, as well as Treasure Island and the Mid-Market Redevelopment Survey Area, in addition to the Association of Bay Area Governments (ABAG) growth forecasts (see Final EIR Appendix B pp. B-19 to B-20). The Candlestick Point project is no longer under environmental review, and the Mid-Market Redevelopment Plan is just completing environmental review. Therefore, the Final EIR may have accounted for more growth than is likely to occur by 2010. Other changed circumstances include the study of truck traffic circulation improvements in the Bayview Hunters Point neighborhood, the Bayview Hunters Point Redevelopment Survey Area now in planning and environmental review stages, and the Southern Waterfront development on property under the jurisdiction of the Port of San Francisco. The Bi-County Transportation Study, completed in 2001 by a coalition of San Francisco and San Mateo government entities led by the San Francisco County Transportation Authority, the San Francisco Mayor's Office, the San Mateo County Transportation Authority and the City/County Association of Governments of San Mateo County, evaluated projected transportation improvements in southeastern San Francisco and northeastern San Mateo County. Based largely on this study, the San Francisco Department of Public Works (DPW) has initiated a Bayview Transportation Circulation Improvements Project that includes evaluation of traffic circulation improvements in Bayview Hunters Point.

The truck traffic circulation improvements under study for the Bayview Hunters Point neighborhood may include establishment of a new truck route connecting the southern areas of the Bayview Hunters Point neighborhood and the Shipyard (via Crisp Road) to Bayshore Boulevard, Third Street and the U.S. 101 freeway. Alternative routes, including a possible bridge over Yosemite Slough southwest of the Shipyard, are being developed for consideration. This project is in early planning stages; any analysis of it in relation to Phase I development at the Shipyard would be speculative and subject to substantial change. The alternatives for this project will be evaluated in an environmental review process expected to begin in 2004, in coordination with the Federal Highway Administration. Any impacts on the Shipyard area associated with truck route changes or roadway improvements would be evaluated as part of that environmental review process.

The Bayview Hunters Point Redevelopment Survey Area is currently under study and a draft Bayview Hunters Point Redevelopment Plan has been released for public review. An EIR is in preparation on the draft Redevelopment Plan (*Bayview Hunters Point Redevelopment Projects and Rezoning EIR*, Case No. 1996.546E, SCH No. 2003062094). Any plan adopted for this area is expected to generate about 2.5 million new square feet of non-residential development and up to 12,300 jobs by 2025; this development potential is accounted for in the overall growth assumed in the cumulative traffic analysis for 2010 and 2025 in the Final EIR.

The *San Francisco Southern Waterfront Final Supplemental EIR* (Southern Waterfront SEIR)<sup>6</sup> was certified in 2001, after the Hunters Point Shipyard Final EIR. That SEIR analyzed development proposals and general growth on Port properties in the area between 19<sup>th</sup> Street and Cargo Way, north of the Shipyard. The future traffic levels of service analysis in that SEIR was prepared for 2015 rather than 2010 and 2025 as was done in the Hunters Point Shipyard Final EIR. The Southern Waterfront SEIR analysis shows substantially the same or fewer significant traffic impacts compared to those shown in the Hunters Point Shipyard Final EIR for three of the four intersections that the two documents have in common. The intersection of Evans Avenue and Cesar Chavez Street would operate at LOS D without the increased Port development assumed in the Southern Waterfront SEIR, and at LOS F in 2015 in the morning peak hour at an assumed full buildout of the Port properties.<sup>7</sup> The Hunters Point Shipyard EIR shows LOS D in 2010 for that intersection. The Southern Waterfront SEIR assumed considerable amounts of research and development, office, retail and industrial space on Port properties by 2015, including full buildout of all available space, resulting in a quintupling of daily vehicle trips between 2001 and 2015.<sup>8</sup> That assumption is likely to have been an overestimate of growth in the 15-year time frame. For example, the Port has recently established a tidelands trust restriction on the Western Pacific property adjacent to Pier 80 that would reduce the development potential on that property from the assumed 1.1 million square feet to about 150,000 square feet.<sup>9</sup> Mixed use development assumed in the Southern Waterfront SEIR on Pier 70 to be about 950,000 sq. ft. is proceeding more slowly than expected following withdrawal of proposals by two respondents to a request for proposals issued by the Port of San Francisco in 2002.<sup>10</sup> In addition, overall growth forecasts prepared by ABAG and the San Francisco Planning Department indicate that the future growth assumed in the Hunters Point Shipyard Final EIR was reasonable and has not changed substantially since certification of the Final EIR, as discussed below, further suggesting that the results in the Southern Waterfront SEIR overestimate potential traffic impacts.

The future traffic analysis in the Hunters Point Shipyard Final EIR was based on *Projections '96* prepared by the Association of Bay Area Governments (ABAG), adjusted to reflect conditions in the Bayview Hunters Point and Central Waterfront areas south of 16<sup>th</sup> Street and east of U.S. 101, in the vicinity of the Hunters Point Shipyard. The employment and population forecasts for the year 2015 for the area surrounding the

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<sup>6</sup> *San Francisco Southern Waterfront Supplement Environmental Impact Report*, State Clearinghouse No. 94123007, Planning Department Case No. 1999.377E, certified February 2001.

<sup>7</sup> Southern Waterfront SEIR, p. 53.

<sup>8</sup> Southern Waterfront SEIR, p. 49.

<sup>9</sup> Compare Port of San Francisco. *The Pier 80 Terminal Complex*, May 21, 2003, p. 9, discussion of Western Pacific Site with 150,000 sq. ft., with *San Francisco Southern Waterfront SEIR*, certified February 2001, Table 1, p. 7 showing the Western Pacific Site with about 1.1 million sq. ft.

<sup>10</sup> Diane Oshima, Deputy Director, Waterfront Planning, Port of San Francisco, telephone conversation with Turnstone Consulting, November 10, 2003.

Hunters Point Shipyard in 1996 were 58,281 employees and 53,024 residents.<sup>11</sup> The 2003 Metropolitan Transportation Commission regional transportation model shows about 56,552 employees and 55,332 residents for the same area in 2015, based on ABAG *Projections '03*. Comparing the most recent ABAG projections with those used in the Final EIR, there would be about 1,730 or about 3.1 percent fewer employees in 2015 than were assumed in the cumulative analysis in the Hunters Point Shipyard Final EIR, and about 2,308 or about 4.5 percent more residents. The San Francisco Planning Department prepared forecasts of growth throughout the City in October 2003. Those forecasts predict about 55,478 employees in the area around the Shipyard, and about 39,702 residents. Compared to the employment and population numbers used in the Final EIR, the Planning Department's forecasts include about 2,800 fewer employees and about 13,320 fewer residents than were analyzed under cumulative conditions in the Final EIR.

Based on these comparisons, no substantial increases in growth are forecast compared to the future employment and population used to analyze traffic impacts in the Final EIR, and the analysis of in the Final EIR remains current and applicable. No new significant traffic impacts would be expected in 2010 compared to those disclosed in the Final EIR.

The Hunters Point Shipyard Parcel A/B' Infrastructure Plan<sup>12</sup> includes street and intersection improvements in the parts of Parcels A and B proposed to be developed, to address inadequacies identified in the Final EIR. New streets would meet applicable City standards. All improved streets would include sidewalks, and major streets would include bicycle lanes (implementing Mitigation Measure 1.F to provide pedestrian and bicycle facilities). The Reuse Plan analyzed in the Final EIR and shown in EIR Figure 2.2-1 included slight reconfiguration of Innes Avenue/Donahue Street/Galvez Avenue, resulting in minor changes to the radii of the curves that connect these three roadways. Phase I proposes to improve these roadways that form the entry roads to the Shipyard, and retain and improve the existing intersections at Innes Avenue/Donahue Street and Donahue Street/Galvez Avenue during development of parts of Parcel A. Once Parcel B' is ready for development, an "S" alignment of the three roads would be constructed, similar to that shown for the Reuse Plan in Figure 2.2-1 of the Final EIR, directing most motorists from the entrance on Innes Avenue to an extension of Galvez Avenue, leading to the Lockwood Landing commercial area on Parcel B'. The Innes Avenue/Donahue Street intersection would then be separate from the main entrance road and would serve the Hilltop housing area.

Implementation of Phase I would include creation of a Transportation Management Association (TMA) and development of a Transportation System Management Plan,

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<sup>11</sup> This information and the rest of the paragraph are based on a letter dated November 4, 2003, from Bill Burton, Senior Traffic Engineer, Korve Engineering, to Turnstone Consulting. A copy of this letter is on file and available for public review, by appointment, at the Planning Department, 1660 Mission Street, Suite 500.

<sup>12</sup> Draft Final Hunters Point Shipyard Infrastructure Plan, September 15, 2003.

implementing Mitigation Measures 1.A and 1.B in the MMRP. The TMA is in the process of being formed by the Redevelopment Agency, the Mayor's Office, City transportation agencies, members of the community, and Lennar/BVHP. A proposed Transportation Systems Management Plan is being developed, and a suggested list of TSMP projects is under consideration that would establish the timing and framework for implementation.<sup>13</sup>

Phase I development would result in less traffic than assumed for development in 2010. Therefore, the roadway improvements planned in Phase I would implement mitigation measures for pedestrians and bicycles and would not result in new significant impacts to intersections within the Shipyard. Based on this information, Phase I development would not result in new significant impacts or more severe impacts on transportation than were identified in the Final EIR, and there are no important changes in circumstances that would result in new significant transportation impacts. This information supports preparation of an Addendum to the Final EIR.

#### **E. Noise**

Traffic noise was quantitatively analyzed in the Final EIR for several key streets within the Shipyard and near the north gate. A substantial truck component was included in the analysis. A traffic noise effect on residential uses on the east side of Donahue Street is identified as a potentially significant, mitigable impact in the Final EIR (p. 4-34). Assuming Donahue Street remains a designated truck route, this impact would affect some of the residential units that are proposed above commercial space east of Donahue Street in the Phase I development program. The mitigation measure set out in MMRP measure 3.A, including noise insulation in residential construction for properties east of Donahue Street, would mitigate the identified impact. Phase I development would not involve industrial uses generating substantial amounts of truck traffic; therefore, this mitigation measure would not be necessary to reduce truck traffic noise from Phase I development, but would be implemented prospectively in anticipation of additional traffic-generated noise in the future. Traffic noise on the west side of Donahue Street is identified in the Final EIR as less-than-significant because non-residential uses were assumed. This remains accurate for the Phase I development program.

The Final EIR does not identify construction noise as a significant impact, and therefore no mitigation measures were proposed. As with all construction in San Francisco, noise limits in Article 29 of the San Francisco Police Code (the noise ordinance) would apply to construction activities on the Shipyard. The ordinance limits noise increases caused by construction during nighttime hours from 8:00 p.m. to 7:00 a.m. to 5 dBA above the ambient noise levels, unless special permission is obtained from the Director of Public

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<sup>13</sup> A copy of the current proposed Transportation Systems Management Plan can be viewed on the Hunters Point Shipyard website as Attachment 28 to the Development and Disposition Agreement, at [www.hunterspointshipyard.com/dda.html](http://www.hunterspointshipyard.com/dda.html), or obtained from the San Francisco Redevelopment Agency.

Works. There is no new information about the Phase I development that would change the construction noise analysis or the conclusions in the Final EIR.

## **F. Air Quality**

The Final EIR indicates that as of 1996 federal and state ozone (O<sub>3</sub>) and carbon monoxide (CO) standards were not exceeded in San Francisco but were exceeded elsewhere in the Bay Area, and federal inhalable particulates (PM<sub>10</sub>) standards were not exceeded but state PM<sub>10</sub> standards were exceeded in the City (p. 3-29). After certification of the Final EIR, the California Air Resources Board (CARB) established new annual state standards for PM<sub>10</sub>, in June 2002. The new standard is an annual arithmetic mean of 20 micrograms per cubic meter (µg/m<sup>3</sup>), compared with an annual geometric mean of 30 µg/m<sup>3</sup>. The 24-hour state standard remains the same at 50 µg/m<sup>3</sup>. The Bay Area and San Francisco remain non-attainment areas for both the annual and 24-hour standards, as identified in the Final EIR. The CARB also established state standards for fine particulate matter (PM<sub>2.5</sub>) at an annual arithmetic mean of 12 µg/m<sup>3</sup> in June 2002. As of the date of this Addendum, there has not been any formal designation of the Bay Area for attainment of this pollutant; however, the CARB will hold public hearings in 2004 and is expected to formally designate the BAAQMD as a non-attainment area for PM<sub>2.5</sub>. The Bay Area Air Quality Management District (BAAQMD) has not revised its significance thresholds since the Final EIR was certified; the analysis in the Final EIR shows that development at the Shipyard assumed to occur by 2010 would result in PM<sub>10</sub> emissions levels that would exceed the significance threshold, causing a significant environmental impact (p. 4-24). That conclusion remains valid. As stated in the Final EIR, mitigation measures would not reduce this impact to less-than-significant levels.

Traffic generated by development of 1,600 residential units, 220,000 sq. ft. of R&D/office space, and 80,000 sq. ft. of community-serving retail space, plus 252,000 sq. ft. of community space, would not cause emissions of ozone precursors or PM<sub>10</sub> at or above the levels presented in the Final EIR on pp. 4-22 to 4-24 (see Tables 4.2-2 and 4.2-3), because the types of land uses would not change substantially and the amount of development would be less than that analyzed for 2010 in the Final EIR.

Based on results of more recent environmental analyses of development projects in the City, it is unlikely that buildout of Phase I development alone by 2008 to 2010 would result in emissions above the nitrogen oxide (NO<sub>x</sub>) or PM<sub>10</sub> thresholds. For example, more recent information shows that up to 750,000 square feet of office space would not result in vehicle emissions exceeding BAAQMD emissions thresholds, which is substantially more than the commercial/R&D space included in the development program for Phase I,<sup>14</sup> and that development of up to 1,600 residential units plus over 200,000

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<sup>14</sup> San Francisco Planning Department, *First and Howard Streets Project EIR*, Case No. 98.902E, State Clearinghouse No. 99032088, certified January 13, 2000, pp. 176-177.

square feet of office and retail space would not result in emissions exceeding BAAQMD thresholds in 2010.<sup>15</sup> Thus, it is possible that Phase I development would not result in emissions of reactive organic gases (ROG) that would exceed the BAAQMD thresholds of 80 pounds per day, or result in localized CO emissions at congested intersections that would exceed the state standards of 20 parts per million for a 1-hour averaging time or 9 parts per million (ppm) for an 8-hour averaging time. Emissions of NO<sub>x</sub> and PM<sub>10</sub> might exceed the BAAQMD 80-pound-per-day thresholds, but would not exceed the amounts assessed for 2010 in the Final EIR. Thus, Phase I development could result in some significant unmitigable air quality impacts similar to but less severe than development of the Shipyard in 2010, as discussed in the Final EIR. No new significant air quality impacts greater than those identified in the Final EIR would result from Phase I development.

Although traffic-generated emissions from Phase I development may not result in significant air quality impacts, the Redevelopment Agency, various other City agencies, Lennar/BVHP, and representatives of the community would implement Mitigation Measure 2.A, creating and carrying out a Transportation Systems Management Plan, that would include transportation demand measures intended to reduce vehicle trips generated by the Shipyard (see p. 4-24 of the Final EIR). This mitigation measure would result in some reduction in traffic-generated air emissions, and would help reduce the project's contribution to cumulative air emissions identified on p. 5-7 of the Final EIR. The measure is discussed in more detail in Section D. Transportation and Circulation.

Toxic air contaminants (TAC) from stationary and mobile sources would not exceed those discussed in the Final EIR, because Phase I development would result in substantially less traffic, and no industrial land uses are proposed. The types of research and development uses likely to occupy the R&D/office space are not known, but they would not result in more toxic emissions than the nearly 400,000 sq. ft. of industrial uses analyzed for 2010 in the Final EIR (see discussion of toxic air contaminants on pp. 4-24 to 4-26). Mitigation measure 2.C, Toxic Air Contaminants, in the MMRP, requires that all potential stationary sources of TAC allowed at the Shipyard be treated as a single facility; thus all potential TAC emissions would be assessed together in relation to BAAQMD significance criteria, as summarized on Final EIR p. 4-26.<sup>16</sup>

Construction activities during Phase I development would implement dust control measures identified in the Final EIR and listed in MMRP mitigation measure 2.B. The features of this measure are those established by the BAAQMD for construction sites greater than four acres, and include watering or treating with dust suppression solutions at least twice daily all unpaved active portions of a construction site; covering haul trucks

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<sup>15</sup> San Francisco Planning Department, *300 Spear Street EIR*, Case No. 2000.1090E, State Clearinghouse No. 2001072091, certified September 4, 2003, pp. 144-147.

<sup>16</sup> See also *BAAQMD CEQA Guidelines*, April 1996, Revised December 1999, p. 18, for a description of significance thresholds for toxic air contaminants.

before they leave the area of the construction zone; sweeping paved portions of construction sites daily; seeding or stabilizing unpaved inactive construction areas; covering on-site storage piles of loose sand or soil; limiting traffic speeds in unpaved areas to 15 miles per hour or less; and halting excavating and grading activity when wind speeds exceed 25 mph. These measures would be implemented for each construction site and its immediate surroundings during site clearing, grading, excavation, and trucking of soil and demolition debris, and would be implemented for unpaved and inactive areas at each construction site. Thus, construction-related air emissions would be reduced for new occupants of developed areas of the Shipyard as well as those working and living in nearby neighborhoods.

In summary, there is no new information suggesting that significant air quality impacts identified in the Final EIR would be substantially more severe; Phase I development would result in less severe traffic-related air emissions than identified in the Final EIR and likely would result in less toxic air emissions than identified in the Final EIR for 2010.

### **G. Wind**

Wind impacts of the Hunters Point Shipyard Redevelopment Plan were not specifically evaluated in the Final EIR, but are discussed here for informational purposes. The Planning Code establishes specific comfort criteria to be used in the evaluation of proposed buildings in certain areas of the City—the Downtown Commercial (C-3) Districts and the Rincon Hill, Van Ness Avenue and South of Market areas. There are no specific wind comfort or wind hazard criteria in the Planning Code that would apply to the project site. Ground-level wind accelerations near buildings are controlled by exposure, massing, and orientation. Exposure is the measure of the extent that the building extends above surrounding structures into the wind stream. Tall structures exposed to the wind stream are more likely to cause adverse wind accelerations at ground level. In developed areas, buildings typically about 100 feet or more in height can redirect wind flows around buildings and divert winds downward to street level, which can result in increased wind speed and turbulence at street level. Possible increases in wind speed also depend on the heights, configuration, and orientations of surrounding buildings and streets. If the geometry of the building is complex, the probable wind impact at ground level will be reduced.

Prevailing winds in San Francisco are from the west and northwest. The Hunters Point Shipyard is sited along San Francisco Bay and is not sheltered from existing winds by tall buildings or hills upwind. Because all of the buildings in the development program would be well under 100 feet in height, they would not be expected to cause hazardous wind speeds or to substantially increase wind speeds and turbulence at street level. As with the Hunters Point Shipyard Redevelopment Plan analyzed in the Final EIR, the Phase I development program for Parcels A' and B' would not have a significant adverse impact on pedestrian-level winds.

## **H. Geology and Soils**

A Preliminary Geotechnical Report has been prepared for development of parts of Parcels A and B, as well as additional geotechnical review for the Hilltop housing area and a special study on landslide repair for the area below the Hilltop housing area.<sup>17</sup>

Developers would be required to follow the recommendations of these geotechnical reports. These studies execute the City's requirements that geotechnical studies be provided for sites with special problems, identified in the Final EIR on p. 3-128. The recommendations in these reports include procedures for removal of structures and vegetation, grading parameters including recommended slope gradients, installation of retaining walls in the Hillside area, installation of engineered fill where needed, and repair of the existing landslide areas on the Hilltop area.

Landslide repair would include removal of soil in the identified landslide area to below the failure level on the southeastern slope of the Hilltop area (see Final EIR pp. 3-119 to 3-124 for a discussion of the landslide area on the south slope of the Hilltop area). Fill would be "keyed" into firm natural materials and appropriate drainage systems installed. Drainage systems would consist of perforated pipe encased in at least 18 inches of permeable material or coarse drain rock wrapped in a geotextile fabric.

The San Francisco Department of Building Inspection (DBI) requires peer review of plans for landslide repair and has elected to peer review grading plans. The peer review process would be conducted by a panel consisting of independent experts, and representatives from DBI, the Redevelopment Agency, and Lennar/BVHP. The panel would review proposed soil improvements and drainage and grading plans, erosion control plans, and any other issues it deems related to the landslide repair. The panel would review the plans for acceptable site stability suitable for buildings proposed and for compliance with the San Francisco Building Code and current engineering standards and practices. DBI would not issue a grading permit until the panel provides a written review to DBI of the proposed landslide repair plans and specifications, and recommendations for any changes needed.

Demolition would include removal of most structures on Parcel A' and most structures on Parcel B', including foundations, underground pipes, and vegetation, including root systems. Soil removed would be retained and used for fill in other areas of Phase I, including the Hillside area. Engineered fill (soil deposited in compacted layers) and four retaining walls would be installed in the Hillside area. No import of soil is expected to be needed for areas requiring fill. Grading would minimize the differential thickness of fills across any given lot, to avoid differential settlement that could cause damage to new

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<sup>17</sup> ENGEO Incorporated, *Geotechnical Exploration Hunters Point – Hilltop Site, San Francisco, CA*, February 7, 2003; *Geotechnical Exploration Hunters Point – Hillside Site, San Francisco, CA*, February 7, 2003; and *Landslide Exploration Behind Building 813, Hunters Point – Hilltop Site, San Francisco, CA*, February 6, 2003.

building foundations. The Preliminary Geotechnical Report recommends maximum gradients for slopes at 2.5:1 for cut slopes up to 15 feet high and fill slopes up to 30 feet; slopes of up to 3:1 may be used for cut slopes greater than 15 feet and fill slopes greater than 30 feet high. Peer review of project grading plans by DBI may result in changes to these recommendations.

New buildings are expected to have various types of mat foundations, spread footings with raised floor foundations, or drilled piers with raised floor foundations. Pile driving is not anticipated for new structures except in the waterfront area of Parcel B' where some structures near Berths 64 to 61 and Drydock Nos. 5 to 7 are proposed to be removed and some would be replaced as public viewing and promenade areas.

Serpentinite rock (containing naturally-occurring asbestos) existing at the Shipyard (p. 3-119) is identified in the Final EIR as a potentially significant impact where it would be disturbed during construction (p. 4-74). Mitigation measure 8.A addressing construction in serpentinite rock is identified in the Final EIR and was included in the MMRP. No new information has been identified in the geotechnical studies for the project site suggesting that there would be any new significant impacts or identifying a need for new mitigation measures related to naturally-occurring asbestos. Each developer would implement the MMRP mitigation measure 8.A, regarding continuous wetting of serpentinite during excavation and capping serpentinite fill with at least one foot of clean fill.

One building in Parcel A' (building 916, Dago Mary's) and five buildings in Parcel B' (buildings 103, 104, 115, 116, and 117) are proposed to be retained, initially, as part of Phase I development. As discussed in the Final EIR p. 4-75, seismic upgrade may be needed for some or all of these buildings. The developer would fulfill the requirements of mitigation measure 8.B regarding seismic upgrade.

As discussed in the Final EIR on p. 4-75, a less-than-significant impact would result from construction of new buildings at the Shipyard, based on compliance with the seismic safety requirements in the San Francisco Building Code. Portions of Parcel B' are located on artificial fill that may be subject to liquefaction, as shown on Map 4 in the Community Safety Element of the San Francisco General Plan and Figure 3.8-5 on p. 3-126 in the Final EIR. Implementation of Policy 2.3 regarding review of new building plans in liquefaction areas (cited on p. 3-127 of the Final EIR), DBI would require preparation of geotechnical reports to assess the nature and severity of liquefaction hazards at individual building sites and recommend design and construction features to reduce these hazards. DBI would review the geotechnical report and building plans for each building and determine the necessary engineering and design features that would reduce potential damage caused by ground shaking and liquefaction. Based on the discussion above, no new information has been identified that would suggest that development of Phase I would result in new significant impacts or require new mitigation measures different from those identified in the Final EIR.

## **I. Hazards**

The Final EIR provides extensive information on hazardous materials in soil and groundwater at the Shipyard. As explained in the Final EIR, cleanup of hazardous materials on military bases is directed by a range of federal, state, and local laws and regulations. The regulatory framework establishing the detailed investigation and remediation process is discussed on pp. 3-81 to 3-90, and remediation activities underway at the time the EIR was prepared are discussed on pp. 3-90 to 3-115. The Shipyard was placed on the National Priorities List (making it a "superfund site") in 1989, and a federal facilities agreement among the Navy, U.S. EPA, and state and regional agencies was signed in the early 1990's establishing the Installation Restoration Process (IRP), which is the overall process for environmental cleanup. Each of the six parcels on the Shipyard has had a formal Site Inspection and Remedial Investigation. Information about Parcels A and B and the remainder of the Shipyard is summarized below, followed by a discussion of new information relevant to the Phase I development area obtained since certification of the Final EIR in 2000.

Following analysis of areas in Parcel A that were initially found to have elevated levels of chemicals in soil and groundwater, soil was removed, disposed of off site, and the excavated area was backfilled with clean soil. Chemicals in groundwater were determined to be below levels that would cause health risks to humans and below ecological risk levels; groundwater at the Shipyard is not used for drinking or irrigation and no uses are planned. Parcel A was determined to require no remediation and no further study. A No Further Action Record of Decision was issued by the Navy, with concurrence by U.S. EPA, California Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Board San Francisco Bay Region (RWQCB), in 1995. Parcel A was removed from the National Priorities List in 1999 (see pp. 3-94 to 3-96 of the Final EIR). A historic radiological assessment for the entire Shipyard, former Shipyard properties, and adjacent parcels is now underway, and is expected to be completed in early 2004. Contaminated soil and groundwater, and landfill materials, in areas of Parcel E are also being studied in relation to proposed uses on adjacent parts of Parcel A. When these studies have been completed, a final Finding of Suitability for Transfer is expected to be concurred in by the U.S. EPA and Cal/EPA and signed by the Navy.

The Parcel B Remedial Investigation/Feasibility Study (RI/FS) found numerous areas of contamination in soil and groundwater, described in the Final EIR on pp. 3-96 to 3-99. Primary chemicals found in soil above established cleanup levels included volatile organic compounds, semivolatile organic compounds, polychlorinated biphenyls, and metals such as lead and nickel. Volatile organic compounds and metals were found in groundwater. Petroleum hydrocarbons were also found in soil and groundwater. The tank farm area south of Robinson Drive originally included in Parcel B was relocated to Parcel C to accommodate and expedite cleanup of the groundwater plume in Parcel C. Approximately 90,000 cubic yards of contaminated soil have been removed from Parcel

B in the ongoing remediation/removal actions. The results of the investigations and removal actions on Parcel B are in a Risk Management Review (RMR) process, intended to lead to an amended Record of Decision by the Navy and U.S. EPA. Remediation of contaminated soil is being carried out to a depth of 10 feet below the ground surface. A corrective action plan (CAP) is being finalized by the Navy and the RWQCB for removal of petroleum hydrocarbons.

Parcel C is located south and east of Parcel B, and east of Parcel A. Soil and groundwater contamination on Parcel C is described in the Final EIR on pp. 3-99 to 3-101. A draft RI/FS has been prepared identifying the types and locations of chemicals. Chemicals of potential concern in soil include volatile organic compounds, polychlorinated biphenyls, and metals such as lead and nickel. Volatile organic compounds and metals also were detected in groundwater. Time-Critical Removal Actions of all subsurface fuel lines and contaminated steamlines, plus excavation and disposal of about 8,800 cubic yards of soil were carried out in 2001-2002. Under Building 134, near the west end of Dry Dock No. 3, near Parcel B, the Navy has identified groundwater contamination including vinyl chloride. The contaminated groundwater plume extends into Parcel B as the Parcel was originally designated. The Parcel B/C boundary has been redrawn to include Building 134 and the groundwater plume in Parcel C. The Navy completed a successful groundwater treatment study of this plume. Groundwater treatment is expected to continue following a Record of Decision on the remediation program for Parcel C.

Parcels D, E, and F are in various stages of the investigation and remediation process, as discussed in the Final EIR on pp. 3-99 to 3-110. Time-critical removal actions that can be implemented during the investigation process have been implemented on Parcels C and D, including removal of underground storage tanks, removal of subsurface fuel lines and contaminated steam lines, and removal of contaminated soil. An RI/FS has been prepared for Parcel D. Remedial investigation activities are still underway on Parcels E and F.

Since certification of the Final EIR, the Navy has undertaken a Historical Radiological Assessment to review all historic documentation regarding use and disposal of radiological substances at the Shipyard. This assessment will identify the sources of radiological material on the Shipyard, determine whether additional surveys are necessary, and document any removal actions performed for radiological material identified on the Shipyard above background levels. The assessment is expected to be completed in early 2004. There is no indication at this time that newly discovered documents show potential radiological sources on Parcel A. Areas of potential radiological contamination have been identified on Parcel B. If field surveys confirm their presence, radiological materials above background levels would be removed as part of remediation activities for that parcel, as for other contaminants on the Shipyard and as required by mitigation measures adopted in the MMRP.

Landfill gas (methane) has been identified volatilizing from the landfill on Parcel E. The Navy has actively reduced the migration of landfill gas at the University of California San Francisco (UCSF) site, located between Parcel E and the Hillside area. Gas monitoring points have been installed along Crisp Road, adjacent to the Hillside area, to evaluate potential releases of methane closer to the Hillside than the UCSF site. Methane has not been detected in any of the monitoring points located along Crisp Road. The Navy is continuing to implement engineering measures, including construction of a landfill gas barrier system at the north end of the landfill to reduce or prevent migration of landfill gas. Thus, while new information has been obtained about this potential hazard, investigation has shown that no new significant environmental impact would occur and no additional mitigation measures would be necessary beyond those identified in the Final EIR.

Manganese has been identified in soil in Parcel B; it is a chemical of potential concern and will influence the human health risk evaluation of the parcel. A portion of the potential open space area west of Donahue Street near the shoreline (the Sub Base, or submarine, area, part of the area identified as IR-7 in the Final EIR on Figure 3.7-2, p.3-91) has been identified as a "debris field", characterized by the Navy using magnetic surveys. The ongoing risk management review process will establish the extent of cleanup necessary for the debris field.

Remediation is an ongoing process that will continue for those parcels not yet released to the Agency, under the direction of federal, state and local agencies such as the U.S. EPA, the U.S. Navy, the DTSC, the RWQCB, and the San Francisco Department of Public Health, with public input from community members on the Restoration Advisory Board. Since certification of the Final EIR, remediation and investigation have continued on the Shipyard. The primary remediation technique continues to be excavation and off-site disposal of contaminated soil in most areas (see Final EIR p. 3-98). Groundwater cleanup typically has included removal of the source of contamination and groundwater monitoring to ensure that source removal is resulting in reduction of contaminants. The groundwater at the Shipyard is not suitable for drinking water because it has high concentrations of total dissolved solids (TDS). The RWQCB concurred with this conclusion that the upper aquifer at the Shipyard is exempt from state drinking water standards in a letter dated September 25, 2003, based on the level of TDS.

A series of mitigation measures have been adopted in the MMRP, as identified in the Final EIR. All Hazardous Materials and Waste mitigation measures would be applicable to development of Phase I, and all are proposed to be implemented.

- Measure 7.A, Reuse Prior to Complete Remediation, includes restrictions on access and notification of lessees about areas of concern on the Shipyard as well as prohibitions on use of groundwater and fishing at the shoreline; it would be carried out by the Navy for areas not yet transferred to the Agency. Areas transferred to the Agency are expected to have completed remediation.

- **Measure 7.B, Construction Prior to Remediation**, is intended to provide safeguards when construction is necessary in an area that has not yet been completely remediated. Thus, for example, the measure would apply to construction of the storm sewer extension in Parcel B' east of McCann Street that would be needed as part of the storm sewer system serving the Hilltop residential area prior to transfer of Parcel B'. Key provisions include site-specific investigations of soil and groundwater that would be disturbed, coordination with federal and state regulatory agencies and preparation of a site-specific health and safety plan, implementation of construction dust suppression measures pursuant to Mitigation Measure 2.B, and disposal of soil according to federal, state and local laws and regulations. Lennar/BVHP would be responsible for ensuring that its construction contractors carry out the provisions of this measure for development of Phase I.
- **Measure 7.C, Reuse After Complete Remediation**, is intended to continue to protect public health during reuse of each transferred area. It includes actions such as continued prohibition on use of groundwater for drinking or irrigation, prohibition of residential use in areas not remediated to residential standards, and notification of owners and tenants of contamination remaining after cleanup. Any restrictions on use of the property that are required by federal and state regulatory agencies as a condition of approving the Navy's environmental cleanup will be set out in the transfer deed for the property. These restrictions will be binding on all future owners of the property.
- **Measure 7.D, Construction After Remediation**, is intended to continue to protect public health during construction in each transferred area. It includes compliance during construction activities with use restrictions imposed by regulatory agencies as a condition of property transfer. It also includes implementation of soil and groundwater management procedures, which are proposed to be established by ordinance in the City Public Health Code, similar to requirements of existing City ordinances contained in Article 20 of the San Francisco Public Works Code and Article 22A of the Public Health Code. Through this latter process, soil and groundwater data for each construction area would be reviewed, and if data gaps exist, additional soil or groundwater sampling would be undertaken. If contamination is identified, a Site Mitigation Report would be prepared and carried out prior to receipt of building permits.

Excavation in areas with naturally-occurring asbestos is addressed in Mitigation Measure 8.A, discussed in Section H, Geology and Soils. Demolition or renovation of existing buildings would be carried out pursuant to existing City ordinances related to removal of materials containing lead-based paint in Chapter 36 of the San Francisco Building Code, as described on p. 4-73 of the Final EIR. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Housing and Urban Development Department Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited

practices that may not be used in disturbance or removal of lead-based paint. Asbestos removal prior to demolition or renovation of existing buildings would require compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos (see p. 4-72 of the Final EIR). The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition of buildings containing asbestos or removal of asbestos prior to renovation. The developer would be responsible for ensuring that construction contractors carry out this measure and implement local, state and federal requirements related to asbestos, lead and other contaminants in buildings prior to demolition or renovation during development of Phase I. The transfer deeds also are expected to contain use restrictions to ensure compliance with the federal Residential Lead Based Paint Hazard Reduction Act and federal requirements applicable to management of asbestos-containing building materials.

- **Measure 7.E, Construction Contingency Plan for Unanticipated Hazardous Materials** is intended to inform contractors about unknown hazardous materials that could be encountered during demolition and construction and establish steps to be taken if this occurs. The steps are outlined in the MMRP. The approach to implementing this measure has been expanded as part of Phase I. Prior to undertaking any subsurface activities on the site, a Construction Contingency Plan for Unanticipated Hazardous Materials would be prepared and submitted to the San Francisco Department of Public Health. This Plan would require procedures to be established for handling accidental discoveries of hazardous materials during construction involving subsurface activities for the protection of nearby residents, employees and visitors, and construction workers. The Plan would be included as a requirement in all appropriate construction contracts in the Phase I area and the construction contractors would be responsible for compliance with the Plan. Elements of the Plan would include the following:
  - 1) **Site Evaluation:** This evaluation would include a description of the subsurface activity, a site history, a summary of existing available soil and groundwater data, and a determination of whether additional data is necessary to adequately characterize the site.
  - 2) **Site Mitigation:** If determined necessary based on the Site Evaluation, a plan would be developed for addressing residual contamination that would be left in place that exceeds the previously approved screening levels. If necessary, this plan may include a risk evaluation report.
  - 3) **Discovery Procedures:** Upon the discovery of unanticipated hazardous materials, the construction contractor would immediately stop work in the affected area, notify the San Francisco Department of Public Health, and secure the area to

prevent public access. The material would be tested and, once identified, handled and disposed of in compliance with applicable local, state, and federal regulations.

- 4) **Community Notification Procedures:** For all discoveries of unanticipated hazardous materials that require reporting to the San Francisco Department of Public Health, the Plan must include procedures for community notification that comply with Citywide public notice requirements generally applicable to hazardous materials.
  - 5) **Site Specific Health and Safety Plan, including Emergency Response Plan:** A site-specific Health and Safety Plan would be prepared for construction sites. Where appropriate, this Plan would include an Emergency Response Plan that would address life threatening or potentially life threatening situations. The Emergency Response Plan may include the following elements among others as necessary:
    - a. Identification of resources to immediately respond to the emergency and to protect human life, health, property, and the environment;
    - b. Telephone numbers and contact names to notify the City and County of San Francisco and other appropriate public agencies;
    - c. Assistance to emergency service agencies, including fire, ambulance, police, and other agencies to perform their work without unacceptable risk due to hazards known to or under the control of the contractor;
    - d. Coordination of the contractor's resources and capabilities with emergency services to limit or eliminate the emergency condition;
    - e. Procedures for distress signals, notification of appropriate emergency response authorities, and necessary notification of nearby residents, employees and visitors;
    - f. Emergency telephone numbers and direction to nearby hospitals. Provisions requiring telephone access, including cellular telephone access, on site during work activities;
    - g. Notice that personnel should dial 911 in the event of an emergency;
    - h. Provisions for halting work in the area affected by an exposure or injury until an appropriate assessment determines that it is safe to continue work.
- **Measure 7.F, Controls on Ecological Exposure to Hazardous Materials During Construction,** is intended to avoid release of hazards into the natural environment

during construction. This measure includes preparation and implementation of Construction Stormwater Pollution Prevention Plans (SWPPP), testing and appropriate disposal of contaminated groundwater if dewatering is needed during construction (similar to the requirements of the City's Industrial Waste Ordinance, Ordinance Number 199-77), and controls on construction adjacent to and in the Bay. The developer would require construction contractors to prepare and implement SWPPPs and conduct appropriate tests and manage groundwater during construction of the Phase I development program.

- Measure 7.G, Controls on Cross Contamination of Aquifers During Construction, is intended to protect lower aquifers from contamination due to pile driving. The only pile driving expected to occur during development of Phase I would be in the waterfront area of Parcel B' as part of repairing and replacing wharves for pedestrian promenade and viewing areas. This measure calls for driving piles without pre-drilling when possible, or drilling within casing if necessary, to prevent potentially contaminated groundwater in the upper aquifer from migrating to lower water bearing zones. The developer would require construction contractors working in the waterfront area of Parcel B to implement this measure.

These mitigation measures would avoid significant impacts, or reduce impacts to less-than-significant levels, as discussed in the Final EIR on pp. 4-60 to 4-71.

No issues have arisen during ongoing cleanup activities since certification of the Final EIR that are substantially different from impacts described in the Final EIR on pp. 4-60 to 4-73, and no new mitigation measures have been identified. Remediation continues to be primarily removal and disposal according to federal and state laws and regulations. The Agency is not expected to accept parcels for development prior to completion of remediation unless an early transfer agreement, not currently contemplated, is successfully pursued and negotiated. Under either circumstance, development would follow completion of remediation activities.

Based on this information, including implementation of MMRP mitigation measures, Phase I development would not result in new significant environmental impacts and would not cause substantially greater environmental impacts than identified in the Final EIR.

## **J. Water Quality and Aquatic Ecology**

The Final EIR analyzes discharges to the Bay based on the Draft Bayside Cumulative Impact Analysis, a 1998 study of future sewage and stormwater discharges throughout the east side of the City. This study included development in Mission Bay and the Hunters Point Shipyard, as well as development at Candlestick Point and other areas where development was considered likely (Final EIR p. 4-79); the study was used in the Mission Bay Subsequent EIR. Because there have been no other major new

developments in the area, the cumulative analysis of discharges to the Bay in the Final EIR remains current, and no substantial changes in surrounding circumstances have occurred since certification that would result in new significant impacts. A further study of combined sewer overflows has been carried out since the Final EIR was certified; this study found that development of Phase I would not result in additional combined sewer overflows from the Bayside system, and is discussed below.

Significant impacts and mitigation measures were identified in the Final EIR which relate to discharge of treated combined sewer overflows and discharge of stormwater. Mitigation 9.A and Mitigation 9.B (Final EIR pp. 4-82 to 4-84) would reduce these impacts to a less than significant level. These measures were adopted in the MMRP.

The Phase I Hunters Point Shipyard Infrastructure Plan includes improvements to and expansion of the separated storm drainage system for the Hilltop housing area in Parcel A' and Parcel B', implementing Mitigation Measure 9.A that calls for avoiding any additions to the City's combined sewer system and combined sewer overflows (CSOs) from additional discharges of stormwater runoff (p. 4-82 of the Final EIR), and Mitigation Measure 10.C that calls for upgrading or replacing the existing stormwater collection system (p. 4-90 of the Final EIR). The separated stormwater collection and discharge system would include replacing existing inadequate pipes throughout the Hilltop and Lockwood Landing areas in Parcel A' and Parcel B' with a new gravity system with pipe diameters ranging from 12 to 24 inches. The new system would substantially reduce the infiltration of groundwater that occurs with the old, existing stormwater collection system.

The new storm sewer system installed in streets in the Hilltop area would tie into the existing system in Galvez Street, and flow to the existing bay outfall beyond the end of Donahue Street. This initial stage of construction would also involve a short (about 250 feet) replacement storm sewer in Parcel B' east of McCann Street and north of Galvez Street. Stormwater from the Hilltop area would be discharged to the bay under the City's existing NPDES permit with the RWQCB, adopted on April 30, 2003. No new stormwater flows would be added to the City's wastewater collection and treatment system.

The remainder of the replacement storm sewer system would be constructed in Parcel B' when that parcel is transferred to the Agency by the Navy. This new system would connect with the new system in the Hilltop portion of Parcel A', and a new 42-inch pipe that bifurcates into two 30-inch bay outfalls would be constructed at the same location as that of the existing outfall, near Berth 64. Continuous Deflective Separation (CDS) vortex-type treatment units, for separation and removal of particulates, sediment, and petroleum-based contaminants, would be added at the outfalls, in partial fulfillment of the City's Municipal Separated Storm Sewer System permit issued by the RWQCB. It is expected that a new discharge permit would be required from the RWQCB for the new, dual bay outfall and treatment system; the permit may include other features in addition

to the CDS units. As with the Hilltop area, the new stormwater collection and discharge system in Parcel B' would not add new stormwater flows to the City's wastewater collection and treatment system, implementing Mitigation Measure 9.A, because this area is presently and would continue to be served by a separated storm sewer system.

The Phase I Infrastructure Plan also involves developing and implementing a Storm Water Management Plan using Best Management Practices (BMPs), including public education, regular maintenance of the outfall treatment unit, and pollution prevention measures, as well as construction site stormwater runoff controls, implementing Mitigation Measure 9.B. The BMPs are likely to include provisions such as settling units for controlling soil runoff into the storm sewers; educational components such as marking storm sewers to indicate that runoff flows to the bay and providing instructional materials to tenants recommending means of disposal of trash, waste oil and similar contaminants other than the storm sewers; and housekeeping elements such as street sweeping to keep silt and trash on streets from entering storm sewers.

A separated sanitary sewer system would be constructed for the Hilltop housing area and the development portions of Parcel B, implementing MMRP Mitigation Measure 10.D (see pp. 4-90 to 4-91 in the Final EIR). The new system for the Hilltop area would flow by gravity to the existing connection to the City sewer system in the intersection of Innes Avenue and Donahue Street. New sanitary sewers would be constructed in Parcel B'; the system would operate by gravity to an existing pump station near the intersection of Lockwood Avenue and McCann Street. The pump station would discharge to a force main connecting to the existing City system at Innes Avenue and Donahue Street. Wastewater from the Hilltop and Parcel B' areas would increase flows into the existing combined City system. Increases of sanitary sewage were not found to be a significant impact in the Final EIR because the total increased dry-weather volume from development of the Shipyard would not exceed the treatment capacity of the Southeast Water Pollution Control Plant (p. 4-84). Overall development in Phase I would result in substantially less sanitary sewage than was assessed for Shipyard development in the Final EIR, and therefore would not have a significant impact on the City's wastewater treatment system. The proposed increased flows from Phase I were analyzed in a more recent study to determine the effect on total flows and combined sewer overflows of the new sanitary sewer system and development of new uses on Parcels A' and B'; the study showed that CSOs would not increase and the existing Bayside system will have adequate capacity.<sup>18</sup>

The Hillside housing area in Parcel A' would be served by a new combined sewer system for stormwater and sanitary sewage, upgrading and replacing the existing combined system in Navy Road and Oakdale Avenue. The new combined sewers would connect to the existing gravity sewers near the intersection of Griffith Street and Oakdale Avenue.

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<sup>18</sup> Hydroconsult Engineers, Inc., Technical Memorandum to Julie Labonte, SFPUC, from Chris Phanartzis, HCE, September 27, 2002.

The newly constructed combined sewer system would reduce or eliminate existing infiltration and inflow into the City's system that presently occurs during rainy weather, thus would not be expected to increase overall wet weather flows in the City.

In addition to these measures, the Navy has been sealing off or removing pipes that are not currently needed for sewer service, to reduce groundwater infiltration into the sewer system. This is expected to reduce combined sewer overflows in the City's eastside system by reducing the volume of flow to the Southeast Water Pollution Control Plant from the Shipyard.

Based on the above information, development of Phase I would implement mitigation measures in the MMRP and would not result in new or substantially more severe significant water quality impacts. Updated information about CSOs indicates that sanitary sewage from Phase I would not exceed the City's storage and treatment capacities, and thus would not result in new significant impacts to water quality.

Construction of new stormwater outfalls near the shoreline and new discharge points to the Bay in the second stage of Phase I development would involve construction in and near the shoreline in Parcel B and new discharges of treated stormwater to the Bay. Implementation of a Construction Stormwater Pollution Prevention Plan would reduce discharges of sediment and contaminants to the Bay during construction. The CDS treatment units would reduce the amount of untreated discharges to the Bay compared to existing conditions, as would the BMPs described above. The outfalls would remain in the same location as the existing outfall, a considerable distance from the existing remnant wetlands. Thus, the proposed new stormwater system to be installed in Phase I would not result in new significant impacts to aquatic ecology.

## **K. Utilities**

The Utilities section of the Final EIR covers potable water, non-potable water, stormwater collection, sanitary collection, electricity, natural gas, telephone service and solid waste disposal systems. All of the existing systems are deteriorated and need repair, replacement and upgrades. The Final EIR identifies significant, mitigable impacts regarding the potable water supply and distribution system, fire protection, stormwater collection system, sanitary collection system and the natural gas system. Replacement of the stormwater and sanitary sewer collection systems, identified in mitigation measures 10.C and 10.D on pp. 4-90 to 4-91 of the Final EIR, is discussed above in J, Water Quality and Aquatic Ecology.

Phase I development would include a new, low-pressure potable water distribution system for the area to be developed, implementing MMRP Mitigation Measure 10.A set out on p. 4-89 of the Final EIR. New water pipes installed in the streets in the Hillside area, and in most of the existing and new streets in the Hilltop and Lockwood Landing areas, would replace the existing water distribution system. The Phase I water

distribution system would connect to the City's Hunters Point Reservoir and University Mound Reservoir supply systems. Connection to the University Mound Reservoir system would require a new 700-foot long, 16-inch water pipe connecting to the existing 16-inch water main at Innes Avenue and Earl Street, inside the Shipyard boundary, to supply water to the remainder of Parcel A' and Parcel B'.

Connections to the Hunters Point Reservoir system for the Hilltop housing area would be made by constructing a new, 700-foot long, 12-inch water pipe in Jerrold Avenue between Donahue Street and Earl Street, and a new 12-inch water pipe in Earl Street between Jerrold Avenue and the intersection of LaSalle Avenue with Navy Road. Connections to the Hunters Point Reservoir system to supply the Hillside housing area would be made with a new 12-inch extension constructed in Oakdale Avenue between Griffith Street and Ingalls Avenue. The extensions in Jerrold Avenue, Oakdale Avenue and Earl Street would involve construction outside the boundaries of the Shipyard. Construction activities would be typical of utility installation and repair that occurs regularly in city streets. Residents would be notified in advance of construction and would experience temporary inconvenience and disruption during construction. The portion of the street removed during construction would be repaired and repaved following installation of the new pipes. Compliance with the provisions of the City's noise ordinance and implementation of dust control measures in Mitigation Measure 2.B, as well as the temporary nature of the construction activities, would reduce any impacts to less-than-significant levels.

Piping for the high-pressure auxiliary water supply system (AWSS) for firefighting would be installed in streets as part of Phase I development, implementing MMRP Mitigation Measure 10.B. There are no direct connections to the existing AWSS near the Shipyard; the new piping in the Shipyard would be available when an extension of the AWSS to the Shipyard is constructed by the City. In the interim, the potable water supply system would be designed to accommodate both potable water and firefighting demands, as identified in Mitigation Measure 10.B.

Phase I includes construction of a joint trench for underground electrical, natural gas, and telecommunications lines ("dry" utilities). PG&E or other utility providers would use this trench to install conduit for utility services. This joint trench would also provide conduit for traffic signal connections and an emergency communication system for police and fire. The joint dry utility trench would implement MMRP mitigation measure 10.E related to improving existing deficiencies in the natural gas system, and would underground all wire systems serving Phase I development.

Construction of some of the underground pipelines would involve constructing below the level of remediated soil; construction techniques to be used under these conditions are discussed above in I, Hazards.

Based on the above, development of Phase I of the Hunters Point Shipyard would not cause any new or substantially more severe significant environmental impacts and would implement mitigation measures identified in the Final EIR. Updated information about water supply indicates that sufficient water would be available to serve Phase I Shipyard development, based on Resolution 02-0084, adopted May 14, 2002, by the San Francisco Public Utilities Commission, which determined that there is sufficient water supply to serve expected development projects in San Francisco through the year 2020.

#### **L. Public Services**

The public services analyzed in the Final EIR for the Reuse Plan are police, fire, and emergency services. No significant impacts or mitigation measures were identified for any of these services, for both 2010 and 2025 (Final EIR pp. 4-93 to 4-94). Because the Phase I development program is substantially smaller than the Reuse Plan analyzed in the EIR for 2010, the EIR analysis and conclusions remain applicable to the Phase I proposal.

#### **M. Cultural Resources**

The study area for cultural resources is limited to the Shipyard. The Navy conducted an archaeological inventory and assessment of the Shipyard and two evaluations of historic properties. A full National Historic Preservation Act Section 106 consultation was conducted for the Final EIR. The Final EIR establishes zones that may contain buried archaeological resources, and lists significant historic buildings and structures which have been identified at the Shipyard. The Final EIR identifies potentially significant impacts on cultural resources pertaining to the alteration or demolition of historic resources, incompatible new construction, and loss of unidentified archeological resources. The historic architectural resources and historic district identified in the Final EIR are not located in the area proposed for development in Phase I and would not be affected by Phase I development. Mitigation measures on pp. 4-98 to 4-100 of the Final EIR have been incorporated as measures 12.A, B, C and D in the MMRP. These measures would reduce identified impacts to a less-than-significant level.

The potential presence of subsurface archaeological resources was discussed in the Final EIR on p. 4-100. Possible resources include the remains of Native American settlements, reportedly observed in 1906 and 1908 in an area that includes or is near the Hillside residential area and the Lockwood Landing area. In addition, Chinese shrimp camps are known to have existed along the original shoreline before major filling occurred in the 1930s and 1940s, including in areas in or adjacent to Parcel B'. Since then, substantial cutting and filling, particularly the movement of 5 million cubic yards of soil to create Dry Dock No. 4, has occurred and attempts to identify the location and find evidence of such deposits on the surface have failed. The Navy report concluded that if such resources exist still, they are likely buried beneath 20 feet or more of fill. Because it is not known whether excavation would uncover these prehistoric or historic archaeological resources, mitigation measure 12.D is included in the MMRP, to educate construction

contractors and retain an archaeologist to prepare a appropriate treatment plan for any significant subsurface artifacts discovered, if excavation would occur below the level of artificial fill in the zones identified in Figure 21 of the *Archaeological Inventory and Assessment of Hunters Point Shipyard, San Francisco, CA*, as having archaeological potential. Developers will implement this measure for construction in Phase I by including the Planning Department's "Alert Sheet" in each set of construction specifications, and require that contractors and subcontractors return the Alert Sheet with an indication that it has been read and understood. Copies of the signed Alert Sheets would be provided to the Environmental Review Officer to as part of mitigation monitoring and reporting.

In addition to the mitigation measure included in the MMRP, California laws require that if Native American remains are encountered the Native American Heritage Commission must be contacted, and an appropriate Native American representative must be present to supervise removal and reburial of any remains. If any human remains are encountered, the coroner must also be contacted and must supervise removal.

Because none of the identified historic architectural resources would be affected by Phase I development, no significant effects would occur to historic architectural resources or districts. There is no new information that indicates there would be new significant archaeological impacts beyond those identified in the Final EIR. Implementation of Mitigation Measure 12.D would reduce any significant impacts to less-than-significant levels.

#### **N. Biological Resources**

The Final EIR analyzes biological resources in a study area which covers one-half mile around the Shipyard, including Yosemite Slough, Candlestick Point State Recreation Area, Bayview Park and Pier 98. The Shipyard site is completely disturbed. No sensitive species are known to inhabit the Shipyard, although many avian species may occasionally forage on the Shipyard. The Department of Navy's field surveys and review of the California Natural Diversity Database (CNDDDB) from 1995 and 1996 resulted in the assessment that both raptors and migratory birds would not be significantly impacted. As a result no mitigation is required; however, among the findings was the determination that foraging opportunities for avian species exist in the upland areas.

A more recent review of the CNDDDB (September 5, 2003) conducted by CH2MHill did not report any occurrences of special status bird species in the upland areas. The upland areas include Parcel A (Hill Neighborhoods) of the Phase I development.

The memorandum characterizes the project site as marginal habitat that include nesting and foraging opportunities for special-status birds. Within this marginal habitat are various tree species that were planted for landscaping purposes and would be removed by Lennar/BVHP during infrastructure installation and site preparation for vertical

(building) development. The memorandum supports the Final EIR findings of no significant impacts to avian species. Federal requirements in the Migratory Bird Treaty Act (16 U.S.C. § 703) protect nesting birds (p. 3-168 of the Final EIR), and developers would be subject to these requirements. Lennar/BVHP would implement the following protective measures recommended by CH2MHill in its memorandum, to assure implementation of the federal requirements during demolition and site preparation:

- A qualified biologist would conduct a field survey for active nests prior to construction work that is planned between approximately February 16 to July 13 (the typical bird nesting season).
- If any active nests are identified from the field survey, a biological monitor would be present during tree and vegetation removal to ensure that all necessary protection measures are followed. Protection measures may include retaining trees with active nests until all eggs hatch and young have fledged.

Within the portions of Parcels A and B that would be developed in Phase I, another habitat of note is one small tidal wetland along the shoreline near the Lockwood Landing area of Parcel B. Open space is proposed in this area of Parcel B, with additional wetlands, if feasible. The development project does not include any construction activities at Yosemite Slough, which contains another existing wetland area.

Construction along the shoreline in Parcel B' to improve the open space and to install new stormwater outfalls in the vicinity of Berth 64 would temporarily disrupt aquatic habitat; construction would not occur in the emergent wetland. The Stormwater Pollution Prevention Plan and controls on ecological exposure in Mitigation Measures 9.B and 7.F would implement BMPs to prevent discharges to the wetland area. The BMPs would include measures to trap or filter sediments in runoff such as silt fences, straw bale barriers or sand bag barriers; measures to divert runoff such as temporary drains or swales; physical stabilization of construction areas by means such as spraying with water; and/or preventing release of construction pollutants like concrete and fuel and lubricating oils. These measures would avoid construction-related biological impacts.

The long-term SWPPP to be prepared and implemented as part of Mitigation Measure 9.B would include measures to control direct discharges of pollutants in stormwater to the Bay, such as settling units for controlling soil runoff into the storm sewers; public education and outreach; good housekeeping of public areas; and proposed treatment systems at the stormwater outfall to the Bay (see discussion under Utilities in Project Description, and in J, Water Quality and Aquatic Ecology). These measures would reduce potential impacts to wetlands and the Bay.

The Final EIR identifies potentially significant impacts from increased human activity near sensitive habitats and from increased litter affecting aquatic wildlife and shorebirds (Final EIR pp. 4-103 to 4-104). Biological Resources mitigation measures 13.A and 13.B in the MMRP would reduce these impacts to less-than-significant levels. These measures

are incorporated in the Phase I development program and would be carried out by developers. With mitigation, the Final EIR analysis and conclusions would remain valid for the Phase I development program, and would not require substantial new environmental analyses.

#### **O. Energy**

The Final EIR identifies no significant energy impacts because implementation of the Reuse Plan would be required to comply with state energy efficiency standards in the California Code of Regulations Title 24, which would eliminate wasteful use of energy. The Phase I development program proposes similar types of uses, and substantially less commercial space than the Reuse Plan analyzed in the Final EIR for 2010. Therefore, the conclusions of the Final EIR on pp. 4-105 to 4-106 would be applicable to Phase I development for parts of Parcels A and B, and no new significant environmental effects would be expected to result.

#### **P. Cumulative Impacts**

The Final EIR analysis of cumulative impacts considered regional population and employment growth projections. When considered in this context, the Final EIR concluded that the Reuse Plan would contribute to cumulatively significant and unmitigable traffic and air quality impacts (Final EIR pp. 5-1, 5-2 and 5-7). These conclusions would remain applicable to the Phase I development program, although the amount of commercial development represents about 40 percent of the commercial space analyzed for 2010 in the EIR, and about 20 percent of the commercial space analyzed for 2025.

The Final EIR also analyzed the local cumulative effects of reasonably foreseeable future projects, including the Mission Bay/UCSF campus, the Giants Ballpark at China Basin, the Candlestick Point Stadium and Retail/Entertainment Complex,<sup>19</sup> the Third Street Light Rail Project, and the proposed Bayview Hunters Point Redevelopment Plan (Final EIR, pp. 5-7 to 5-9 and Appendix B). Therefore, the EIR addresses major future projects that would cause substantial local changes in circumstances. The analysis was conservative, in that the Candlestick Point project is no longer under review, and the results remain applicable for the Phase I development program, as discussed above under D, Transportation and Circulation.

#### **Q. Growth Inducement**

The Reuse Plan analyzed in the Final EIR was not found to have growth-inducing impacts because increases in population, employment and housing would occur in the

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<sup>19</sup> Currently, there are no formal plans for development of the Candlestick Point Stadium and retail/entertainment use; however, for purposes of environmental analyses most EIRs assume that some level of development will occur on this site by 2025.

Bay Area region regardless of development at the Shipyard. Development at the Shipyard provides a location for growth rather than inducing growth (Final EIR pp. 5-11 to 5-12).

The Phase I development program would include 300 more residential units in parts of Parcels A and B than the 1,300 (not including 500 live work units) residential units analyzed in the Final EIR for the Reuse Plan as a whole by 2025. (See Table 1 on p. 7.) The Final EIR concludes that there are a variety of location options for residential development in the region, and the Reuse Plan would affect housing and population growth distribution within the region, but not the amount of growth (Final EIR p. 5-12). This conclusion remains applicable to the Phase I development program, and the increased number of units proposed would not cause this conclusion to change.

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

### **Mitigation Measures**

The Final EIR includes mitigation measures for the Reuse Plan which would reduce or eliminate significant impacts. The mitigation measures adopted as part of the final action are included in an adopted Mitigation Monitoring and Reporting Program, January 19, 2000.<sup>20</sup> The DDA with Lennar/BVHP incorporates those measures which are relevant for Phase I development on parts of Parcels A and B. Applicable measures are discussed under each relevant topic in the Analysis section, above. Measures 1.C and 1.D, modifications to the intersections of Phelps Street/Evans Avenue and Evans Avenue/Cesar Chavez Street, are not applicable to Phase I development, because Phase I development by 2010 would not generate sufficient traffic to trigger these measures. Measures 12.A, 12.B and 12.C, involving protection and alteration of historic resources, are not applicable to Phase I development because Parcels A' and B' do not contain any identified historic architectural resources.

Appendix A to this Addendum provides a table listing mitigation measures applicable to Phase I and those from the MMRP that are not applicable to Phase I.

### ***Conclusion***

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the Final EIR certified on February 8, 2000, remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project

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<sup>20</sup> Hunters Point EIR Mitigation Monitoring and Reporting Program, January 19, 2000.

that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination:

November 19, 2003

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

*Paul E. Maltzer*

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PAUL E. MALTZER  
Environmental Review Officer

cc: Don Capobres, SFRA  
Maria Pracher, Esq.  
Paul Menaker, Lennar Communities  
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**HUNTERS POINT SHIPYARD  
PHASE I DEVELOPMENT  
MITIGATION MONITORING AND REPORTING PROGRAM**

**MEASURES APPLICABLE TO PHASE I DEVELOPMENT**

<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<b>Transportation, Traffic, and Circulation</b>				
<p><b>1.A Transportation Demand Management</b></p> <p>Adopt a Transportation Demand Management (TDM) approach by forming a Transportation Management Association and preparing and adopting a Transportation System Management Plan which contains the elements specified in Measure 1.B.</p>	<p>San Francisco Redevelopment Agency (Agency), City or other owner/developer</p>	<p>Prior to first new lease or development approval</p>	<p>Agency, Department of Public Works (DPW), Department of Parking and Traffic (DPT), Public Transportation Commission (PTC)</p>	<p>Confirm establishment prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency</p>
<p><b>1.A.1 Transportation Management Association</b></p> <p>Form a HPS Transportation Management Association (TMA) composed of Agency staff; City agency staff from the Public Transportation Commission, Parking and Traffic Commission and the Department of Public Works; Hunters Point Shipyard owners, lessees and residents; and Bayview-Hunters Point community members to implement a Transportation System Management Plan (TSMP). The initial TMA group will be appointed by the Mayor for an 18 month term and will report to the Redevelopment Agency Commission ("Agency Commission"). As part of the development of the TSMP, the initial TMA will recommend procedures to the Agency Commission for future appointments to the TMA. The TMA will have no funding authority, but will develop a proposed TSMP for adoption by the Agency. The TSMP will identify funding needs, recommend potential funding sources and develop a phasing schedule consistent with the redevelopment phasing plan for implementation of identified measures. The TMA will monitor the effectiveness of the mitigation measures and the TSMP for the Agency. The TMA will provide an annual report to the Agency on the status of the TSMP implementation.</p>	<p>Agency, City or other owner/developer</p>	<p>Prior to first new lease or development approval</p>	<p>Agency, DPW, DPT, PTC</p>	<p>Confirm establishment prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency</p>
<p><b>1.B Transportation System Management Plan</b></p> <p>Have the TMA prepare and the Redevelopment Agency and affected City agencies adopt a TSMP. The TSMP shall identify program goals and implementing mechanisms for each of the following elements:</p>	<p>Agency, City or other owner/developer (TMA)</p>	<p>As identified by TMA; ongoing review with Agency</p>	<p>Agency, DPT, PTC, DPW</p>	<p>Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency</p>
<p><b>1.B.1 Transit Pass Sales</b></p> <p>Establish a convenient location or locations within the boundaries of HPS for selling transit passes.</p>	<p>Agency, City or other owner/developer (TMA)</p>	<p>As identified by TMA; ongoing review with Agency</p>	<p>Agency, DPT, PTC, DPW</p>	<p>Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency</p>

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<p><b>1.B.2 <u>Transit, Pedestrian, and Bicycle Information</u></b></p> <p>Provide maps of local pedestrian and bicycle routes, transit stops and routes, and other information, including bicycle commuter information, on signs and kiosks in occupied areas of HPS. Provide rideshare information and services through RIDES or an equivalent program.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.3 <u>Employee Transit Subsidies</u></b></p> <p>Require major employers to use a transit subsidy system (e.g., through the Commuter Check Program) for their employees by incorporating transit subsidy requirements in the agreements between the Agency and developers. The TMA will identify major employers, recommend transit subsidy programs and identify transit subsidy systems that will provide employers with incentives to hire local employees as a way of reducing vehicle miles traveled.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.4 <u>Expand Transit Services and Monitor Transit Demand.</u></b></p> <p>Monitor transit demand at HPS on an annual basis and implement planned services as identified in the HPS Transportation Plan to stimulate transit ridership or respond to transit demand. The TMA will develop a phasing plan for implementation of transit improvements designed to meet or exceed demand. At a minimum, when HPS utilization includes 1,500 new employees or residents, implement those transit improvements contained in the Proposed Reuse Plan that are necessary to meet demand, including proposed MUNI extensions, if applicable. Continue to re-evaluate transit demand and implement required improvements on an annual basis thereafter, and curtail commercial and residential development until required services are funded and implemented, if necessary, to prevent an imbalance between transit demand and services.</p> <p>Identify incentives and disincentives to stimulate demand for transit and other alternative modes of transportation in place of the single occupancy automobile.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.5 <u>Secure Bicycle Parking</u></b></p> <p>Require provisions for secured Class I bicycle parking spaces in parking lots and parking garages of residential buildings and research and development facilities. This secured bicycle parking is to be in amounts required by the San Francisco Planning Code, Article 1.5, Section 155. Require major employers and large employment sites occupied by many employees to provide clothing lockers and showers for bicyclists. Develop a program to make bicycles available to the public for travel within HPS.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency

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<p><b>1.B.6 <u>Parking Management Guidelines.</u></b> Establish mandatory parking management policies for the private operators of parking facilities in HPS to discourage long-term parking. Set aside desirable parking areas for rideshare vehicles and alternative fuel vehicles.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.7 <u>Flexible Work Time/Telecommuting</u></b> Where feasible, offer HPS employees the opportunity to work on flexible schedules and/or telecommute so they can avoid peak hour traffic conditions.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.8 <u>Shuttle Service</u></b> Require shuttle service to serve all redeveloped portions of HPS either through the provision of shuttle service by developers, large employers or another entity or entities. The shuttle service will operate between HPS and regional transit stops in San Francisco (e.g., MUNI, Third Street LRT, Bay Area Rapid Transit (BART), CalTrain, Transbay transit terminal, and ferry terminal). Consider use of alternative fuel vehicles for the shuttle service.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.9 <u>Monitor Physical Transportation Improvements</u></b> Monitor physical transportation improvements, such as street repaving and resurfacing and installation of street lighting, and ensure that planned improvements are implemented when necessary to meet the needs of new residents and employees.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.10 <u>Ferry Service</u></b> Assist the Port of San Francisco and others in ongoing studies of the feasibility of expanding regional ferry service. Assist in implementing feasible study recommendations (if any) related to HPS service.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency

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<p><b>1.B.11 <u>Local Hiring Practices</u></b></p> <p>Require the TMA to set a goal to reduce traffic and air quality impacts by hiring workers who reside in the Bayview-Hunters Point neighborhood to fill new jobs at HPS. Qualified workers who reside in the Bayview-Hunters Point neighborhood should be given priority for new employment opportunities. Require compliance with existing Agency local hiring requirements and the City's "First Source" hiring program. Monitor local hiring on an annual basis to determine if the goal is being met and adjust the program as necessary.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.B.12 <u>Clean Air Program</u></b></p> <p>Assist the City's Clean Air Program in establishing natural gas fueling stations and electric charging bays in HPS and in implementing other means identified by the Clean Air Program for owners, tenants and users of HPS to use alternative fuel vehicles.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA; ongoing review with Agency	Agency, DPT, PTC, DPW	Confirm preparation of TSMP prior to first new lease or development approval; Agency to consult with TMA as required; TMA to submit periodic status reports to Agency
<p><b>1.E <u>Adequate Transit Service</u></b></p> <p>Monitor transit demand at HPS on an annual basis and ensure that adequate transit service is provided to meet or exceed demand, as required by the Transportation System Management approach described under Mitigation Measure 1.B.4</p>	PTC	As identified by TMA	Agency, PTC, DPT	TMA to submit periodic status reports to Agency; include in applicable project-level plan review, subdivision improvement plans and site permits
<p><b>1.F <u>Pedestrian and Bicycle Facilities</u></b></p> <p>Require completion of planned pedestrian and bicycle facilities as part of adjacent development. Monitor and ensure completion of these facilities as part of the TSMP described under Mitigation Measure 1.B. 2.</p>	Agency, City or other owner/developer (TMA)	As identified by TMA	Agency, DPT, PTC	TMA to submit periodic status reports to Agency; include in applicable project-level plan review, subdivision improvement plans and site permits

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<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<b>Air Quality</b>				
<p><b>2.A <u>TSMP Measures</u></b> Form a Hunters Point TMA and prepare a TSMP as described in Mitigation Measures 1.A and 1.B.</p>	See Measure 1.A and 1.B	See Measure 1.A and 1.B	See Measure 1.A and 1.B	See Measure 1.A and 1.B
<p><b>2.B <u>Construction PM<sub>10</sub></u></b> BAAQMD officials consider PM10 emissions from construction sites to be potentially significant. As conditions of construction contracts, contractors will be required to implement BAAQMD guidelines for controlling particulate emissions at construction sites. BAAQMD guidelines are summarized below:</p> <ul style="list-style-type: none"> <li>• Seed and water all unpaved, inactive portions of the lot or lots under construction to maintain a grass cover if they are to remain inactive for long periods during building construction.</li> <li>• Halt all clearing, grading, earthmoving, and excavating activities during periods of sustained strong winds (hourly average wind speeds of 25 mph [40 km per hour] or greater).</li> <li>• Water or treat all unpaved active portions of the construction site with dust control solutions, twice daily, to minimize windblown dust and dust generated by vehicle traffic. (City Ordinance 175-95 requires that nonpotable water be used for this purpose.)</li> <li>• Sweep paved portions of the construction site daily or as necessary to control windblown dust and dust generated by vehicle traffic. Sweep streets adjacent to the construction site as necessary to remove accumulated dust and soil.</li> <li>• Cover trucks carrying loose soil or sand before they leave the construction site, and limit on-site vehicle speeds to 15 mph (24 km per hour) or lower in unpaved construction areas.</li> <li>• Limit the area subject to excavation, grading or other construction activity at any one time. Cover on-site storage piles of loose soil or sand.</li> </ul>	Agency, City, or other owner/developer	Implement through site-permit process and during construction	Agency, DPW, Department of Building Inspection (DBI)	Agency, and depending on the project, DPW or DBI to require evidence of compliance through site permit process

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<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<p><b>2.C <u>Toxic Air Contaminants</u></b></p> <p>SFRA will evaluate and permit all potential stationary sources of toxic air contaminants allowed at HPS as one facility and allow new potential stationary sources only if the estimated incremental toxic air contaminant health risk from all stationary sources at HPS is consistent with BAAQMD significance criteria for an industrial facility.</p>	Agency	Implement through Project-level plan review and site permit process	Agency, Department of Public Health (DPH)	Require evidence of compliance through project-level plans and permit applications prior to permit approval for potential stationary sources of toxic air contaminants
<b>Noise</b>				
<p><b>3.A <u>Residential Construction</u></b></p> <p>To reduce noise impacts to proposed residential properties east of Donahue Street, orient and design new or renovated buildings such that future noise intrusion will be minimized to within acceptable levels. In addition, comply with the San Francisco Building Code's noise insulation standards for new residential construction. Physical barriers also could be constructed to reduce noise transmission to these residential areas.</p>	Agency, City, or other owner/developer	Implement through Project-level plan review and during site permit process	Agency, DBI	Require evidence of compliance through project-level plan review for first construction phase in Parcel A and Parcel B and site permits for residential construction in Parcel A and Parcel B

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<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<b>Hazardous Materials and Waste</b>				
<p><b>7.A <u>Reuse Prior to Complete Remediation</u></b></p> <p>Implement basewide restrictions on and notifications for leased areas prior to remediation (related to IR sites and areas of concern), as described below.</p> <ul style="list-style-type: none"> <li>Prohibit users from disturbing soil or conducting intrusive activities without prior Navy approval and coordination with Federal and state regulatory agencies. Prohibitions could include, but are not limited to, shoveling, digging, trenching, installing wells, and conducting subsurface excavations.</li> <li>Prohibit users from entering fenced-off areas, areas where environmental investigations are in progress, or areas where access is not authorized, as indicated by appropriate signs.</li> <li>Restrict access to fenced areas of Parcel E until remediation activities have been completed.</li> <li>Maintain intact the current condition of all flooring and interior and exterior pavement and concrete in lease area.</li> <li>Prohibit the use of groundwater at HPS for any purpose.</li> <li>Notify users that petroleum hydrocarbons and hazardous substances have been detected in the soil and groundwater at HPS.</li> <li>Notify users that investigations and remediation are ongoing at IR sites at HPS. Lessee must not interfere with ongoing environmental investigation and remediation efforts. Areas where sampling and remediation crews are working must be avoided.</li> <li>Prohibit access to waterfront areas for fishing until it is determined by EPA through the CERCLA process that Parcel F is remediated to a condition protective of human health and ecological resources.</li> </ul>	<p>Agency, Navy</p>	<p>Implement through lease or other use authorization prior to remediation</p>	<p>Agency, Navy, United States Environmental Protection Agency (U.S. EPA), Department of Toxics Substances Control (DTSC), Regional Water Quality Control Board (RWQCB)</p>	<p>Agency, Navy to confirm incorporation in lease or other use authorization applicable to unremediated areas; Agency, Navy, U.S. EPA, DTSC, RWQCB to monitor compliance during use period</p>

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<b>MEASURES APPLICABLE TO PHASE I DEVELOPMENT</b>				
<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<p><b>7.B Construction Prior to Remediation</b></p> <p>The following precautionary measures will be implemented by the project proponent during necessary construction activities prior to remediation. These measures are general and will be refined based on site-specific information and consultation with regulatory agencies.</p> <ul style="list-style-type: none"> <li>• Obtain site-specific information about soil or groundwater that would be disturbed through new testing or existing information from the Navy and consultation with regulatory agencies.</li> <li>• Before disturbing soil or groundwater, or conducting intrusive activities such as shoveling, digging, trenching, installing wells, subsurface excavations, or building renovation, obtain Navy approval and coordinate with Federal and state regulatory agencies. This coordination would result in an identification of precautionary measures to be implemented during construction activities. The precautionary measures would be incorporated into a site-specific Health and Safety Plan (HASP) (see Section 3.7.5) that is consistent with the contaminants present.</li> <li>• Implement dust suppression measures to limit airborne contaminants in accordance with BAAQMD requirements.</li> <li>• Handle and dispose of soil in a manner consistent with the contamination present, as required by Federal, state, and local laws and regulations.</li> </ul>	Agency, City, or other owner/developer	Implement prior to and during construction	Navy, U.S. EPA, RWQCB, DTSC, DBI, DPW, Agency	Agency, and after conveyance of property by Navy, DPW or DBI depending on the project, in consultation with Navy, U.S. EPA, RWQCB, and DTSC to require evidence of compliance through lease procedures or site permit process
<p><b>7.C Reuse After Complete Remediation</b></p> <p>Implement and monitor compliance with institutional controls designed to be protective of public health, as determined by law and in consultation with the regulatory agencies. These institutional controls would likely include a prohibition on the use of groundwater and on residential uses in non-residential areas, notification regarding residual contamination, and encapsulation methods.</p>	Agency, City, or other owner/developer	Implement at time of property conveyance and ongoing implementation as provided in institutional controls	Agency, DPH, EPA, DTSC, RWQCB	Agency to verify implementation of institutional controls at time of property conveyance; ongoing enforcement as provided in institutional controls

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<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<p><b>7.D Construction After Remediation</b></p> <p>Perform construction activities in a manner consistent with institutional controls designed to be protective of public health, as determined in consultation with the regulatory agencies, and in accordance with CAL OSHA regulations. Take the following additional steps, where warranted by site-specific information:</p> <ul style="list-style-type: none"> <li>• Obtain information on soil and groundwater contamination by sampling, reviewing existing Navy data, and/or consulting with regulatory agencies. When no sampling results are available, develop and implement a sampling program similar to that required under Article 22A of the San Francisco Public Works Code.</li> <li>• If contamination is identified in the areas proposed for disturbance, prepare a site mitigation plan, similar to that required under Article 22A of the Health Code. If applicable, implement the requirements of Cal. Code Reg. Tit. 8 § 5192 (Hazardous Waste Operations and Emergency Response).</li> <li>• Dispose of groundwater in accordance with applicable permits.</li> </ul>	<p>Agency, City, or other owner/developer</p>	<p>Implement through project-level plan review, subdivision improvement plans and site permit process</p>	<p>DPH, DBI, RWQCB, Agency, DPW, U.S. EPA, DTSC</p>	<p>Agency, DPH and depending on project DPW or DBI through project-level plan review, subdivision improvement plan review and site permit process; U.S.EPA, DTSC and RWQCB to enforce as provided in institutional controls</p>
<p><b>7.E Construction Contingency Plan for Unanticipated Hazardous Materials</b></p> <p>Inform contractors that unknown hazardous materials could be encountered during demolition or excavation, and instruct them regarding steps to be taken if this occurs. These steps include the following:</p> <ul style="list-style-type: none"> <li>• The contractor shall immediately stop work in the area and notify the San Francisco Department of Public Health (DPH) verbally and in writing.</li> <li>• The contractor shall immediately secure the area to prevent accidental access by construction workers or the public.</li> <li>• The identified material shall be sampled as directed by DPH.</li> <li>• Handling and disposal of identified materials shall be in accordance with DPH direction and in compliance with applicable laws and regulations.</li> <li>• Work on site may resume only where and when permitted by DPH.</li> </ul>	<p>Agency, City or other owners/developers</p>	<p>Implement through site permit process and during construction</p>	<p>DPH, DBI, DPW, Agency</p>	<p>Agency, DPH and depending on the project, DBI or DPW to require evidence of compliance through the site permit process</p>

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<p><b><u>7.F Controls on Ecological Exposure to Hazardous Materials During Construction</u></b></p> <p>For surface water impacts, follow all conditions of the state of California storm water construction permit, including implementing BMPs to reduce storm water runoff from the site.</p> <p>For groundwater discharge impacts, follow all permit requirements for discharge into the storm water system or sanitary sewer system. Treat water as appropriate to comply with discharge levels as required by the permit.</p> <p>Assess potential effects on groundwater gradients within construction areas if dewatering is proposed or if new utility lines are proposed that could act as conduits for contaminants in groundwater. Conduct dewatering activities and design utility installations such that contamination does not spread to the Bay or other ecologically sensitive areas. New storm drains shall have watertight joints, such as rubber gaskets. Methods to be considered could include installing sheet piling, groundwater pumping/recharge, and installing utility lines in impermeable bedding material.</p> <p>For boring and pile driving activities along the Bay, drive the piles directly into the sediments without boring where possible, to minimize and localize sediment disruption. Where pile driving without drilling is not possible due to shallow bedrock, drive a casing to the solid material, preventing collapse of the material and allowing drilling to occur within the casing without excessive sediment disruption. Then place the pile in the casing and backfill with concrete.</p> <p>Perform dredging activities in a manner consistent with institutional controls established via the CERCLA process. Require consultation with agencies represented in the Army Corps of Engineers Interagency Dredged Material Management Office regarding appropriate methods for limiting disturbance of sediment, containing suspended sediment to the immediate area being dredged, and additional measures to be protective of human health and the environment as described in Section 3.7.5 (under Dredging).</p>	Agency, City or other owners/developers	Implement through site permit process and during construction	DPH, DBI, DPW, RWQCB, Bay Conservation and Development Commission (BCDC), United States Army Corps of Engineers (U.S. Army Corp), Agency, San Francisco Public Utilities Commission (SFPUC)	Agency, DPH and depending on the project, DBI or DPW to require evidence of compliance through site permit process; SFPUC to monitor storm and sanitary sewer system discharges; US Army Corp, BCDC, RWQCB to review pile driving along Bay; U.S. EPA, DTSC, RWQCB to enforce institutional controls
<p><b><u>7.G Controls on Cross Contamination of Aquifers During Construction</u></b></p> <p>Place piles in a manner so that there is no conduit for groundwater migration along pile edges. Where possible, drive piles directly into sediments without drilling. If drilling is required, drive casing into bedrock, drill within casing, and backfill with cement grout.</p>	Agency, City or other owners/developers	Implement through site permit process and during construction	DPH, DBI, DPW, Agency	Agency, DPH and depending on project DPW or DBI to review pre-drilling plan through site permit process

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<b>Geology and Soils</b>				
<p><b>8.A Handling Naturally Occurring Asbestos During Construction</b></p> <p>Follow BAAQMD, U.S. EPA, and federal and CAL OSHA regulations for construction and demolition activities. Continuously wet serpentinite involved in excavation or drilling operations. Wet and cover stockpiled serpentinite. Do not use serpentinite as road, surfacing, or paving material. Cap serpentinite used as fill material with at least one foot (0.3 m) of clean non-serpentinite fill material, and implement institutional controls to prevent future exposure from excavation activities. Treat excavated waste materials containing greater than one percent asbestos by weight as hazardous waste, and transport and dispose of this material in accordance with applicable Federal and state regulations.</p>	<p>Agency, City or other owners/developers</p>	<p>Implement through site permit process and during construction</p>	<p>DPH, DBI, DPW, Agency</p>	<p>Agency, DPH and depending on project DPW or DBI to review construction plan procedures through site permit process</p>
<p><b>8.B Existing Building Survey for Seismic Hazards</b></p> <p>Before increasing the occupancy of existing buildings, survey buildings that may be unsafe in the event of an earthquake, and take appropriate steps to prevent injury. Those steps could include interior modifications, bracing, retrofits, and/or access restrictions.</p>	<p>Agency</p>	<p>Complete survey prior to lease, other use authorization or through site permit process</p>	<p>DBI, Agency</p>	<p>Agency to require evidence of survey prior to lease or other use authorization; DBI to review survey report and preventative measures through site permit process</p>
<b>Water Resources</b>				
<p><b>9.A Storm Water Improvement Design to Control CSO Volumes</b></p> <p>Eliminate projected increases in combined sewer overflow (CSO) volumes caused by storm water discharges to the City's combined system by upgrading or replacing the separated system at HPS (Option 1 or 2). Also consider ways to offset non-significant increases attributable to sanitary flows. Arrange for the SFPUC to condition permits issued for groundwater discharge to the City's combined sewer system, so that discharges do not occur in wet weather when overflows are anticipated to occur.</p>	<p>Subject to regulatory approvals, Agency, City or other owner/developer</p>	<p>Submit as part of project-level reviews, subdivision improvement plans and site permit plans</p>	<p>Agency, DPW, SFPUC</p>	<p>Agency, DPW, SFPUC to review as part of project-level reviews, subdivision improvement plans and site permit process</p>

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<p><b>9.B Storm Water Discharge Quality</b></p> <p>To ensure that the quality of storm water discharges improves as anticipated, implement the following measures:</p> <ul style="list-style-type: none"> <li>Develop and implement a SWPPP for HPS that is applicable to new development under the Redevelopment Plan to control the quality of direct discharges of stormwater to near-shore waters. The SWPPP will include provisions for controlling soil migration off site (e.g., silt fences, settling units) during periods of runoff and for monitoring possible sources of industrial contaminants. Develop the program in coordination with the San Francisco Public Utility Commission staff and according to guidelines contained in the California Municipal Storm Water Best Management Practice Handbook, the California Industrial/Commercial Storm Water Best Management Practice Handbook and U.S. EPA's proposed Phase II stormwater regulations.</li> <li>As part of the SWPPP, implement BMPs such as public education and outreach, pollution prevention, and good housekeeping.</li> <li>Construct stormwater retention and treatment areas on site to improve the quality of discharges to the Bay. Specify in the SWPPP the locations of appropriate areas for stormwater infiltration that avoid toxic hot spot areas and capped areas and identify drainage patterns to direct stormwater to appropriate infiltration locations.</li> </ul>	<p>Subject to regulatory approvals, Agency, City or other owner/developer</p>	<p>Submit as part of project-level reviews, subdivision improvement plans and site permit plans</p>	<p>DPW, SFPUC</p>	<p>Agency, DPW, SFPUC to review as part of project-level reviews, subdivision improvement plans and site permit process</p>

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<b>Utilities</b>				
<p><b>10.A <u>Drinking Water Distribution System</u></b></p> <p>Prior to authorization of reuse activities within a given area of HPS, assess deficiencies in the water distribution system and address them through planned infrastructure improvements or other actions.</p> <p>As proposed under the draft utility infrastructure plan, replace the potable water distribution system with a new system built to meet demands of proposed development. This will ensure the supply of safe potable water and adequate water pressure. As an alternative to wholesale system replacement, the City also could implement incremental improvements.</p> <ul style="list-style-type: none"> <li>• In the upper housing area, cap the water distribution system and drain and abandon the 410,000-gallon (1.5-million liter) tank.</li> <li>• Locate, excavate, and repair valves and lines. Replace PVC lines.</li> <li>• Sample water at the point of consumption for chlorine, lead, and copper levels to ensure that it complies with the Safe Drinking Water Act.</li> <li>• Install backflow preventors at the two San Francisco service points.</li> <li>• Inspect service points for cross connections and for exposure to contamination so problems can be remediated, if needed.</li> <li>• Install water meters to measure quantities delivered.</li> </ul>	<p>Subject to regulatory approvals, Agency, City or other owner/developer</p>	<p>Submit as part of project-level reviews, subdivision improvement plans and site permit plans</p>	<p>Agency, DPW, SFPUC</p>	<p>Agency, DPW, SFPUC to review as part of project-level reviews, subdivision improvement plans and site permit process</p>
<p><b>10.B <u>Fire Fighting Water Distribution System</u></b></p> <p>Prior to authorization of reuse activities within a given area of HPS, assess fire fighting deficiencies in the water systems and address them through planned infrastructure improvements or other actions. Construct a new auxiliary water supply system to augment the water supply for fire fighting purposes. As an alternative to constructing a new system, the City may, in the interim, upgrade the existing potable water distribution system and fire hydrants to meet fire-fighting needs.</p>	<p>Subject to regulatory approvals, Agency, City or other owner/developer</p>	<p>Submit as part of project-level reviews, subdivision improvement plans and site permit plans</p>	<p>Agency, DPW, San Francisco Fire Department (SFFD)</p>	<p>Agency, DPW, SFFD to review as part of project-level reviews, subdivision improvement plans and site permit process</p>

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<p><b>10.C Storm Water Collection System</b></p> <p>Prior to authorization of reuse activities within a given area of HPS, assess deficiencies in the storm water collection system and address them through planned infrastructure improvements or other actions.</p> <p>To mitigate impacts, implement the following measures:</p> <ul style="list-style-type: none"> <li>• Upgrade or replace the storm water collection system as planned in each section of HPS prior to reuse.</li> <li>• Restrict the amount of paved surfaces at HPS for no net increase</li> <li>• Design the storm water collection system to incorporate appropriate infiltration locations and drainage patterns contained in the SWPPP as provided in Measure 9.B.</li> <li>• Install valves, gates, or duckbills at storm line discharge points to prevent tidal surges and movement of contaminated Bay Mud into the storm lines.</li> </ul>	Subject to regulatory approvals, Agency, City or other owner/developer	Submit as part of project-level reviews, subdivision improvement plans and site permit plans	Agency, DPW, SFPUC	Agency, DPW, SFPUC to review as part of project-level reviews, subdivision improvement plans and site permit process
<p><b>10.D Sanitary Collection System</b></p> <p>Prior to authorizing reuse activities within a given area of HPS, assess deficiencies in the sanitary collection system and address them through planned infrastructure improvements or other actions. Construct a sanitary collection system at HPS to meet the Proposed Reuse Plan's sanitary collection needs.</p>	Subject to regulatory approvals, Agency, City or other owner/developer	Submit as part of subdivision improvement plans and site permit plans	Agency, DPW, SFPUC	Agency, DPW, SFPUC to review as part of project-level reviews, subdivision improvement plans and site permit process
<p><b>10.E Natural Gas System</b></p> <p>Prior to authorization of reuse activities within a given area of HPS, assess deficiencies in the natural gas system and address them through planned infrastructure improvements or other actions. Construct a natural gas system according to Federal, state, and local codes to meet the Proposed Reuse Plan's needs.</p>	Subject to regulatory approvals, Agency, City or other owner/developer	Submit as part of project-level reviews, subdivision improvement plans and site permit plans	Agency, DPW, SFPUC	Agency, DPW, SFPUC to review as part of project-level reviews, subdivision improvement plans and site permit process

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<b>Cultural Resources</b>				
<p><b>12.D <u>Archeological Resources</u></b></p> <p>Require contractors to be made aware of the potentials for discovery of archaeological resources. If development in the four subsurface zones identified as having the potential for containing significant archeological deposits involves construction or installation below the level of fill, retain a professional archeologist to develop a project-specific treatment or monitoring program. If archaeological resources are discovered during construction, suspend all work in the immediate vicinity. Avoid altering the materials and their context pending site investigation by a qualified professional archeologist. If the qualified professional archaeologist determines that the discovery is significant, notify the SHPO and ensure that an appropriate treatment plan is developed and implemented.</p>	<p>Agency, City or other owner/developer</p>	<p>Prior to excavation; ongoing implementation during construction as required by measure</p>	<p>Agency, State Historic Preservation Office (SHPO)</p>	<p>Agency to require evaluation prior to excavation; SHPO to review treatment plans if required</p>
<b>Biological Resources</b>				
<p><b>13.A <u>Wetlands Habitat Protection</u></b></p> <p>Place barriers along the Bay side of trails to reduce human and domestic animal disturbances to sensitive wetland habitats. Design barriers so that wildlife cannot hear or see people from foraging areas and so that people cannot easily leave the trail to enter sensitive wildlife areas. Develop and implement a public access program to include fencing sensitive areas, posting signs, and imposing leash requirements to further reduce disturbance to wetland areas.</p>	<p>Subject to regulatory approval, Agency, City or other owner/developer</p>	<p>Submit access program as part of first development approval; submit as part of project-level reviews, subdivision improvement plans and site permit plans</p>	<p>Agency, BCDC, RWQCB, U.S. Army Corps</p>	<p>Agency to review through first development approval and through subdivision and site permit process; U.S. Army Corps, BCDC, RWQCB to review as part of project involving wetland construction</p>
<p><b>13.B <u>Litter Control</u></b></p> <p>Provide adequate trash receptacles along public access areas. Ensure pick-up and trash receptacle maintenance on a regular basis.</p>	<p>Agency, City, DPW or other owner/developer</p>	<p>Submit as part of project-level reviews, subdivision improvement plans and site permit plans</p>	<p>Agency, DPW</p>	<p>Agency, DPW to review through subdivision and site permit approval process</p>

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<b>MEASURES NOT APPLICABLE TO PHASE I DEVELOPMENT</b>				
<b>Mitigation Measure</b>	<b>Mitigation Responsibility</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<b>Transportation, Traffic, and Circulation</b>				
<b>1.C Phelps/Evans</b> Eliminate the southbound left-turn lane and re-route turns via Phelps Street to Evans Street. Signalize the Phelps/Evans intersection and remove parking along Phelps and Evans Street. In addition, adopt a transportation system management approach as described under Mitigation Measure 1.B.	DPT, PTC, Agency, City or other owner/developer	Provide trip generation calculations and cumulative thresholds as part of Project-level plan review and implement when need demonstrated	Agency, DPT, PTC	Verify completion at applicable project-level plan review
<b>1.D Evans/Cesar Chavez</b> To improve operations and reduce delays at this intersection, restripe the existing northbound shared left/right-turn lane on Evans Avenue to create an exclusive left-turn lane and an exclusive right-turn lane. Widen the Evans Avenue northbound approach at Cesar Chavez Street. The southeast corner curb return will require structural modifications to the existing viaduct. Change the existing signal timing plan to include the exclusive left-turn and right-turn lanes.	DPT, PTC, Agency, City or other owner/developer	Provide trip generation calculations and cumulative thresholds as part of Project-level plan review and implement when need demonstrated.	Agency, DPT, PTC	Verify completion at applicable project-level plan review
<b>Cultural Resources</b>				
<b>12.A Protection of Historical Resources</b> Implement applicable measures to be contained in an MOA between the Navy and SHPO, with City/Agency concurrence. Measures to include: <ul style="list-style-type: none"> <li>▪ Agreement by the City/Agency to designate NRHP-eligible buildings and structures as landmarks under San Francisco's own historic preservation ordinance or to prohibit demolishing these resources.</li> <li>▪ Agreement by the City/Agency to require the use of the Secretary of the Interior's <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i> for all alterations proposed to historic resources identified as eligible for listing in the NRHP.</li> <li>▪ Agreement by the City/Agency to inform future project developers of the potential for encountering archeological resources and the required procedures to be followed (see Mitigation 12.D below).</li> </ul>	Agency, City or other owner/developer	Ongoing implementation as required by measure; include in any applicable site permit plans	Agency	Agency to require implementation of program prior to excavation or construction through Project-level plan review

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<p><b>12.B Alteration of Historical Resources</b></p> <p>Comply with the Proposed Reuse Plan, <i>Hunters Point Shipyards Redevelopment Plan</i>, and associated <i>Design for Development</i>, including requirements for retaining and identifying the historical resources described in Section 3.12. These documents also require that alterations that affect the historic resources be implemented according to the Secretary of the Interior's <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i> (Proposed Reuse Plan Objective 12, Policy 6).</p>	Agency, City or other owner/developer	Ongoing implementation as required by measure; include in any applicable site permit plans	Agency	Agency to require implementation of program prior to construction through Project-level plan review
<p><b>12.C Construction Within Historic District</b></p> <p>Any construction within the Hunters Point Commercial Drydock Historic District will require compliance with the policies set forth in the Proposed Reuse Plan, which calls for creating an attractive and distinctive visual character for HPS that respects and enhances the natural features, the history, and the vision for mixed-use development oriented toward arts and industrial uses (Objective 11). It further states that the structures around Drydocks 2 and 3 will be the focus of the arts/cultural and mixed-use district (Objective 12, Policy 2). Construction must also comply with applicable provisions of the Secretary of the Interior's <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i>.</p>	Agency, City or other owner/developer	Ongoing implementation as required by measure; include in any applicable site permit plans	Agency	Agency to require implementation of program prior to construction through Project-level plan review





# PLANNING DEPARTMENT

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## NOTICE OF AVAILABILITY OF ADDENDUM NO. 2 TO A FINAL ENVIRONMENTAL IMPACT REPORT

July 13, 2006

To Whom It May Concern:

This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is an Addendum, containing a reevaluation of a modified proposed project. Addendum No. 2 to the Final Environmental Impact Report (EIR) documents the determination of the Planning Department, based on the requirements of CEQA, that the modified proposed project would not result in any new significant environmental effects, and does not require additional environmental review. Preparation of an Addendum does not indicate a decision by the City to carry out or not to carry out the proposed project.

**Project Title and Description:**

**Case File No. 2006.0829E – Hunters Point Shipyard Phase I Development Program**

The Hunters Point Shipyard (HPS), a U.S. Navy installation that was formally closed under the Defense Base Closure and Realignment Act, is located in the Bayview Hunters Point neighborhood of southeastern San Francisco. It is located within P (Public) and RM-1 (Residential Mixed, Low Density) zoning districts and a 40-X height and bulk district. In 1997 the San Francisco Redevelopment Agency and Board of Supervisors adopted the Hunters Point Shipyard Redevelopment Plan. As authorized in CEQA for base closure actions, the San Francisco Planning Commission and Redevelopment Agency Commission subsequently certified a Final EIR on February 8, 2000 (File No. 1994.061E). The project analyzed in the Final EIR is the reuse of the Hunters Point Naval shipyard (HPS) following disposal by the United States Navy under the Base Closure Act, implementing the Hunters Point Shipyard Redevelopment Plan adopted in 1997. Subsequent to the certification of the Final EIR, refinements to the proposed development program for Phase I development on portions of HPS Parcels A and B required a reevaluation of the project's impacts and an Addendum was prepared in November 2003 (File No. 2003.0241E). The revised project differed from that analyzed in the EIR in that only Phase I development was under consideration at that time. The first Addendum to the Hunters Point Shipyard Reuse Final EIR determined that the conclusions reached in the certified Final EIR remained valid.

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

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

If you would like a copy of the Addendum or have questions concerning environmental review of the proposed project, contact Joy Navarrete of the Planning Department Major Environmental Analysis section at (415) 558-5975.

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TURNSTONE CONSULTING

MEMORANDUM

DATE: July 17, 2006

TO: Maria Pracher, Esq.  
Sheppard Mullin Richter & Hampton  
4 Embarcadero Center, 17<sup>th</sup> Floor  
San Francisco, CA 94111

FROM: Peter A. Mye

SUBJECT: Hunters Point Shipyard Addendum No. 2  
(T02.099)



*via U.S. Mail*

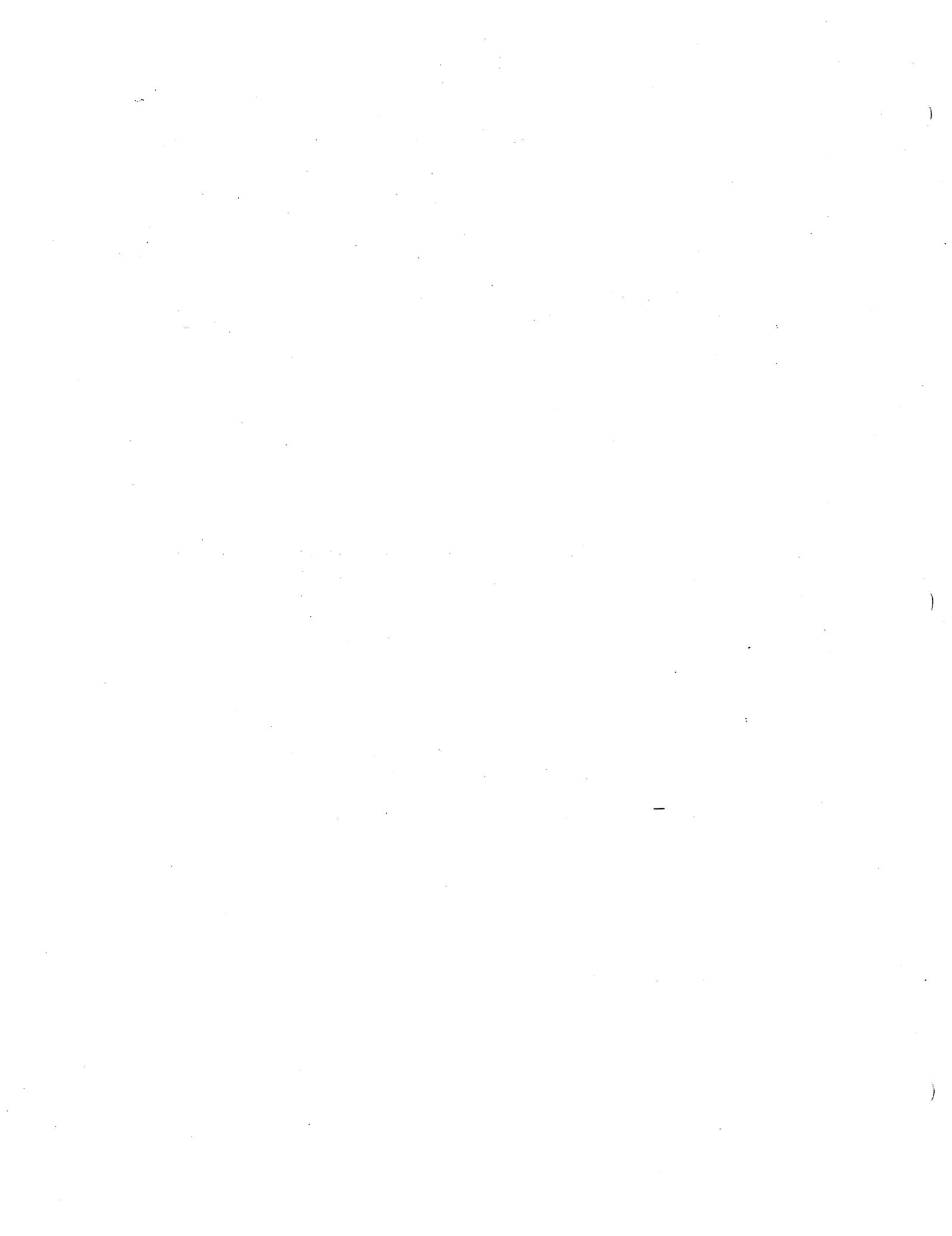
Dear Maria,

Please find enclosed a copy of the Hunters Point Shipyard Addendum No. 2. As you may have noted the pdf version e-mailed to you last week has two signature pages, unsigned and signed. If you like I can send an electronic copy that does not include an unsigned signature page.

If there are any questions, please contact Turnstone Consulting at 415.536.2883.

enclosure

cc: Elaine Warren, Esq., Office of the City Attorney, City and County of San Francisco  
Nicole Franklin, San Francisco Redevelopment Agency  
Paul Menaker, Lennar Communities  
Deni Adeniya, Lennar Communities



## ADDENDUM NO. 2 TO FINAL ENVIRONMENTAL IMPACT REPORT

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**Date of Publication of Addendum No. 2:** July 13, 2006

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

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

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**Lead Agency:** Planning Department, City and County of San Francisco  
1660 Mission Street, San Francisco, CA 94103

**Agency Contact Person:** Joy Navarrete

**Telephone:** (415) 558-5975

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**Project Title:** 2006.0829E – Hunters Point Shipyard Phase I Development Program

**Project Sponsor/Contact:** Nicole Franklin, SF Redevelopment Agency **Telephone:** (415) 749-2400

Paul Menaker, Lennar/BVHP

**Telephone:** (415) 559-1770

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**Project Address:** Hunters Point Shipyard

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

**City and County:** San Francisco

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### Remarks:

#### *Background*

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

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

#### *Proposed Revisions to Project*

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

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

#### *Analysis of Potential Environmental Effects*

See attached analysis and discussion.

## **Background**

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

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

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

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

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

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

### **Proposed Changes to Project**

The Navy issued its Final Finding of Suitability to Transfer (FOST) for Parcel A in October 2004. Federal, state and local environmental regulators concurred with this conclusion, and the Agency accepted title in December 2004.<sup>1</sup> Subsequently, the Agency transferred the portions of Parcel A to be privately developed to Lennar/BVHP in April 2005. Construction activities such as grading are currently ongoing on Parcel A'. Parcel B was expected to be the next parcel available for transfer, following the completion of environmental cleanup. The Navy's FOST for Parcel B' has been delayed because remediation of hazardous chemicals in soil and groundwater is taking longer than the projected two to three years.

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

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

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

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

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

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

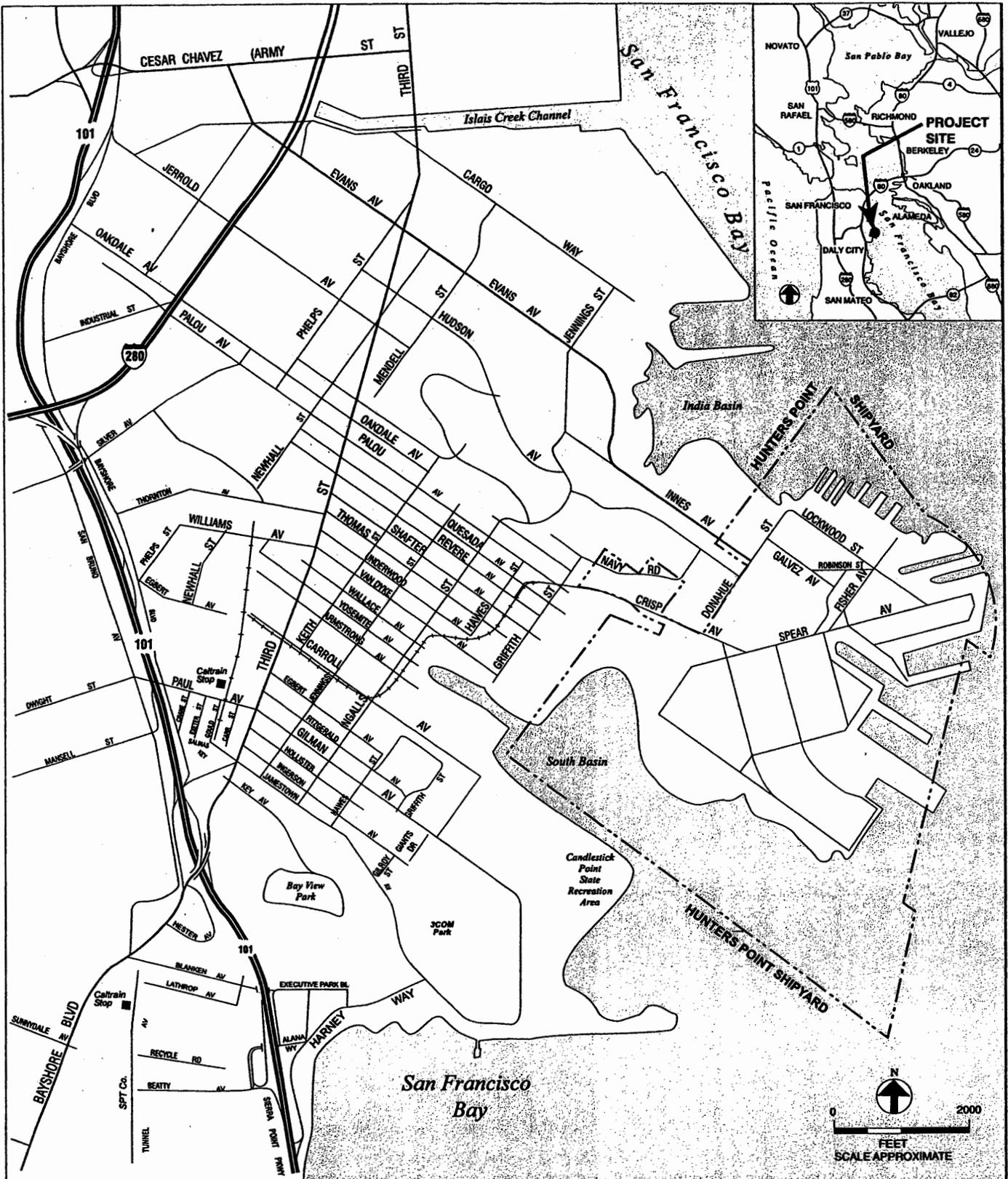
## **PROJECT DESCRIPTION**

### **Location**

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

### **Revised Phase I Development Program**

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

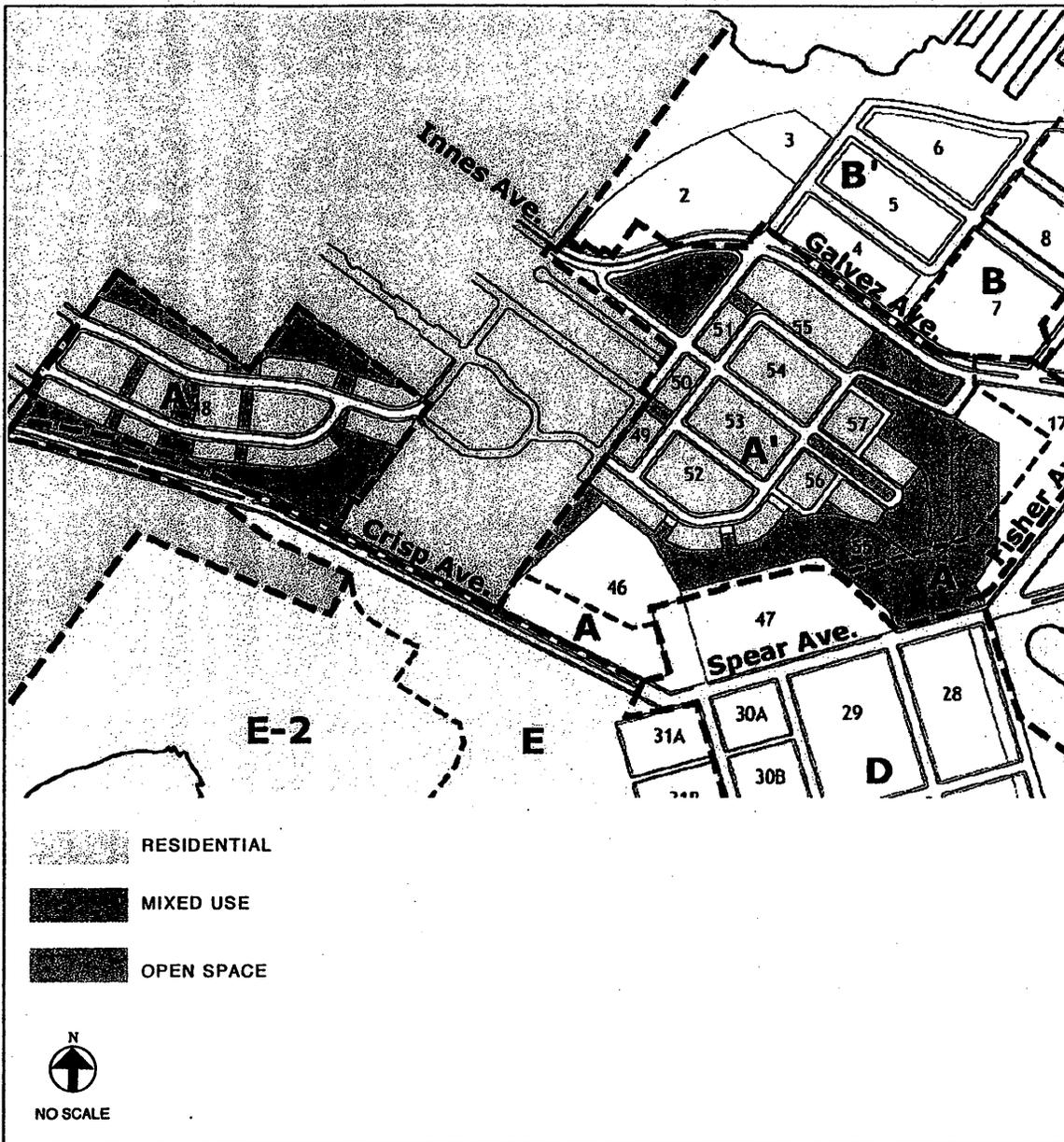


SOURCE: Korve Engineering

**HUNTERS POINT SHIPYARD PHASE I**

T099

**FIGURE 1: PROJECT LOCATION**



SOURCE: SMWM

**HUNTERS POINT SHIPYARD PHASE I**

T099

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

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

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

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

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

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

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

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

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

*Notes:*

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

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

**Dwelling Unit Density Standards**

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

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

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

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

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

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

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

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

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

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

## **Height and Bulk**

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

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

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

### **Off-Street Loading**

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

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

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

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

- *"All other uses*

- None for 0 to 100,000 sq. ft.*

- 1 for 100,001 to 200,000 sq. ft.*

- 2 for 200,001 to 500,000 sq. ft.*

- 3 for over 500,001 sq. ft.*

- 1 for each additional 400,000 sq. ft.*

- (For example 700,000 sq. ft. would require 3 spaces and 950,000 sq. ft. would require 4 spaces)"*

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

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

#### **Lot Widths, Lot Sizes, and Area Coverage**

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

*Provide typical block modulations with lot widths or architectural articulation and rhythm ranging from 1816.5 to 3240 feet, potentially wider for corner lots (~~1816.5~~ to 25 feet for townhouses, 25 to ~~2740~~ for flats buildings, 32 or more feet for corner buildings). Multiple lot developments will comply with this modulation.*

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

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

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

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

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

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

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

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

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

## **Architecture**

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

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

## **Street Design**

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

*Provide minimum ten foot sidewalks wide pedestrian zone.*

## Open Space

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

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

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

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

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

## Circulation and Transportation Improvements

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

## Utilities

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

## Construction Activities

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

## Interim Uses

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

## Approvals Required

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

### 1. Tentative Map Related Actions

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

### 2. Project Approval Actions

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

### 3. Transactional Actions

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

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

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

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

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

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

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

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

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

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

#### **Land Use**

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

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

### **Visual Resources and Aesthetics**

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

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

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

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

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

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

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

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

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

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

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

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

### **Shadow**

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

### **Transportation**

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

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

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

### Noise

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

### Air Quality

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

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

## **Wind**

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

## **Geology and Soils**

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

## **Hazards**

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

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

## **Water Quality and Hydrology**

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

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

### **Utilities**

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

### **Public Services**

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

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

### **Cultural Resources**

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

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

### **Biological Resources**

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

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

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

### **Energy**

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

### **Cumulative Impacts**

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

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

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

### **Growth Inducement**

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

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

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

### **MITIGATION MEASURES**

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

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

adopted Mitigation Monitoring and Reporting Program (MMRP), January 19, 2000.<sup>1</sup> Appendix A to *Addendum No. 1* provides a table listing mitigation measures applicable to the original Phase I development program and those from the MMRP that are not applicable to Phase I. Proposed changes to the Phase I development program analyzed in this *Addendum No. 2* do not cause significant impacts and no changes to the MMRP are proposed as a result of this analysis.

## CONCLUSION

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

Date of Determination:

July 13, 2006

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

  
for PAUL E. MALTZER  
Environmental Review Officer

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

