



# SAN FRANCISCO PLANNING DEPARTMENT

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

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

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

## PROJECT DESCRIPTION

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

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

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

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

## ENVIRONMENTAL REVIEW TOPICS

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

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

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

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

### ***Cultural Resources***

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

### ***Transportation and Circulation***

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

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

### *Noise*

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

### *Air Quality*

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

### *Wind and Shadow*

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

### *Recreation*

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

### *Utilities and Service Systems*

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

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

### ***Public Services***

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

### ***Biological Resources***

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

### ***Hydrology and Water Quality***

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

### ***Hazards and Hazardous Materials***

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

### ***Other CEQA Issues***

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

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

## FINDING

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

## PUBLIC SCOPING PROCESS

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

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

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

June 1, 2016  
Date

  
Sarah Jones  
Environmental Review Officer

# **Initial Study**

India Basin Mixed-use Project

(Planning Department Case No. 2014-002541ENV)

**June 1, 2016**





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## List of Acronyms

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

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

## A. PROJECT DESCRIPTION

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

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

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

## PROJECT LOCATION

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

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

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

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<sup>1</sup> Roadways that appear on maps but have not been built

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



Source: SOM, 2016

**Figure 1**

**Project Location**

## ***Surrounding Land Uses***

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

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

## ***General Plan Land Use Designation and Zoning***

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

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

## ***Land Use Restrictions***

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

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<sup>3</sup> Statutes of 1968, Chapter 1333



Source: SOM, 2016

**Figure 2**

**Project Site**



## SITE CHARACTERISTICS

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

Table 1  
Project Site

Property	Acres
<b>Privately Owned—700 Innes</b>	
700 Innes – multiple parcels (Build Inc)	17.12
<i>Subtotal</i>	<b>17.12</b>
<b>Publicly Owned—900 Innes, India Basin Shoreline Park, and India Basin Open Space</b>	
900 Innes – multiple parcels (RPD)	2.4 <sup>1</sup>
India Basin Shoreline Park (RPD)	5.6
India Basin Open Space (RPD)	6.2
<i>Subtotal</i>	<b>14.2</b>
<b>Public Rights-of-Way</b>	
Griffith Street, Hudson Street, Earl Street, and Arelious Walker Drive	7.52
<i>Subtotal</i>	<b>7.52</b>
<b>Total</b>	<b>38.84</b>
Note: The 900 Innes property has a total area of 2.4 acres, including submerged areas; 1.8 acres are land and 0.6 acre is submerged. Sources: Build Inc., 2016; RPD, 2016	

### **700 Innes Property (multiple parcels) – Build Inc**

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

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

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

### **900 Innes Property (multiple parcels) – RPD**

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

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

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

### ***India Basin Shoreline Park – RPD***

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

### ***India Basin Open Space– RPD***

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

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

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

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

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<sup>5</sup> San Francisco Recreation and Parks Department India Basin Natural Areas

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

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

Table 2  
Project Site Existing Buildings

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

Source: India Basin Historic Resources Evaluation, 2016

## PROPOSED PROJECT AND VARIANT

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

### ***Overview of the San Francisco Recreation and Parks Department Development***

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

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

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

## **Park and Open Space**

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

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

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

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

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<sup>8</sup> A green building standard set by the U.S. Green Building Council

## **In-water**

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

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

## **Phasing and Construction**

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

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

### ***Overview of the Build Inc Development***

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

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

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

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

**Table 3  
Proposed Build Inc Development**

	<b>Proposed Project<sup>1</sup></b>	<b>Proposed Project Variant<sup>1</sup></b>
Site Area <sup>2</sup>	23.06 acres (1,004,494 sf)	23.06 acres (1,004,494 sf)
Residential Units	1,240 units (1,240,100 gsf)	500 units (417,300 gsf)
Retail/Commercial/ R&D Laboratory/Clinical Care	275,330 gsf	1,000,000 gsf
Institutional/Education	50,000 gsf	50,000 gsf
Open Space – Public <sup>3</sup>	5.63 acres Big Green 4.66 acres pedestrian alleys and plazas	5.63 acres Big Green 4.06 acres pedestrian alleys and plazas
Open Space – Common <sup>4</sup>	1.96 acres (85,485 gsf)	1.7 acres (73,970 gsf)
Open Space – Private <sup>5</sup>	1.26 acres (55,045 gsf)	1.05 acres (45,521 gsf)
Parking Spaces	1,800 spaces (679,900 gsf)	1,912 spaces (717,365 gsf)
Bicycle Spaces	1,240 minimum	500 minimum
Height	Up to 120 feet	Up to 90 feet
Number of Stories	Up to eleven stories	Up to seven stories
Notes: gsf = gross square feet R&D = research and development <sup>1</sup> Either the proposed project or the proposed project variant would be developed. <sup>2</sup> The site area includes 17.12 acres of privately owned land and 5.94 acres of developed and undeveloped public rights-of-way. <sup>3</sup> Public open space includes publicly accessible pedestrian alley and plaza areas. <sup>4</sup> Common open space includes residential courtyards and roof decks that are not publicly accessible but are shared by residents. <sup>5</sup> Private open space includes private decks and patios. Sources: Build Inc, 2016; SOM, 2016		

## Proposed Project

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

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

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

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

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

<sup>10</sup> A green building standard set by the U.S. Green Building Council

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



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

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

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

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

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

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

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

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



Source: SOM, 2016

**Figure 3**

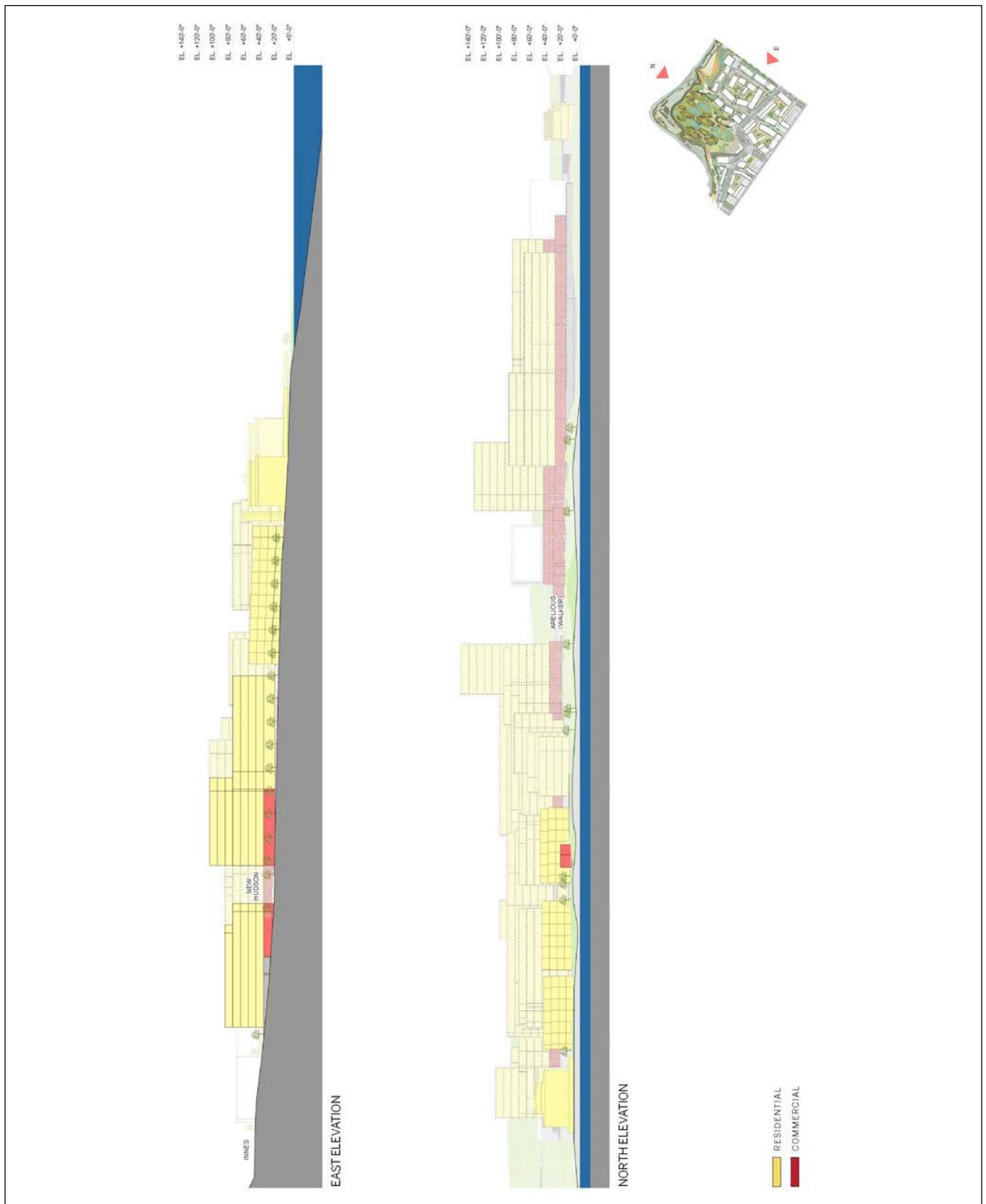
**Proposed Project – Site and Land Use Plan**



Source: SOM, 2016

**Figure 4**

**Proposed Project – Building Heights**



Source: SOM 2016

**Figure 5**

**Proposed Project East and North Building Elevations**



Source: SOM 2016

**Figure 6**

**Proposed Project South and West Building Elevations**

## Proposed Project Variant

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

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

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

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

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

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

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



Source: SOM, 2016

**Figure 7**

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

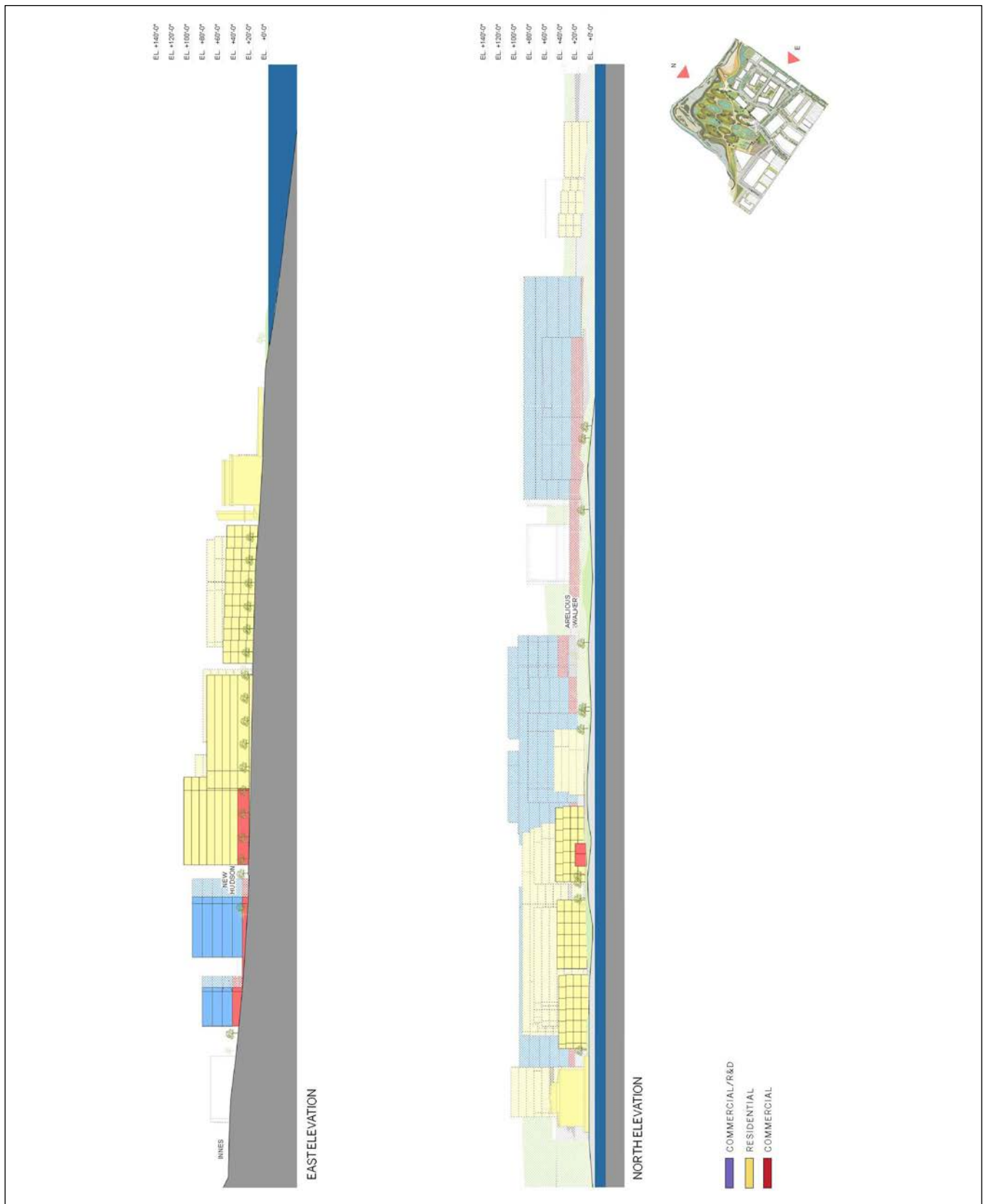


Source: SOM, 2016

**Figure 8**

**Proposed Project Variant – Building Heights**

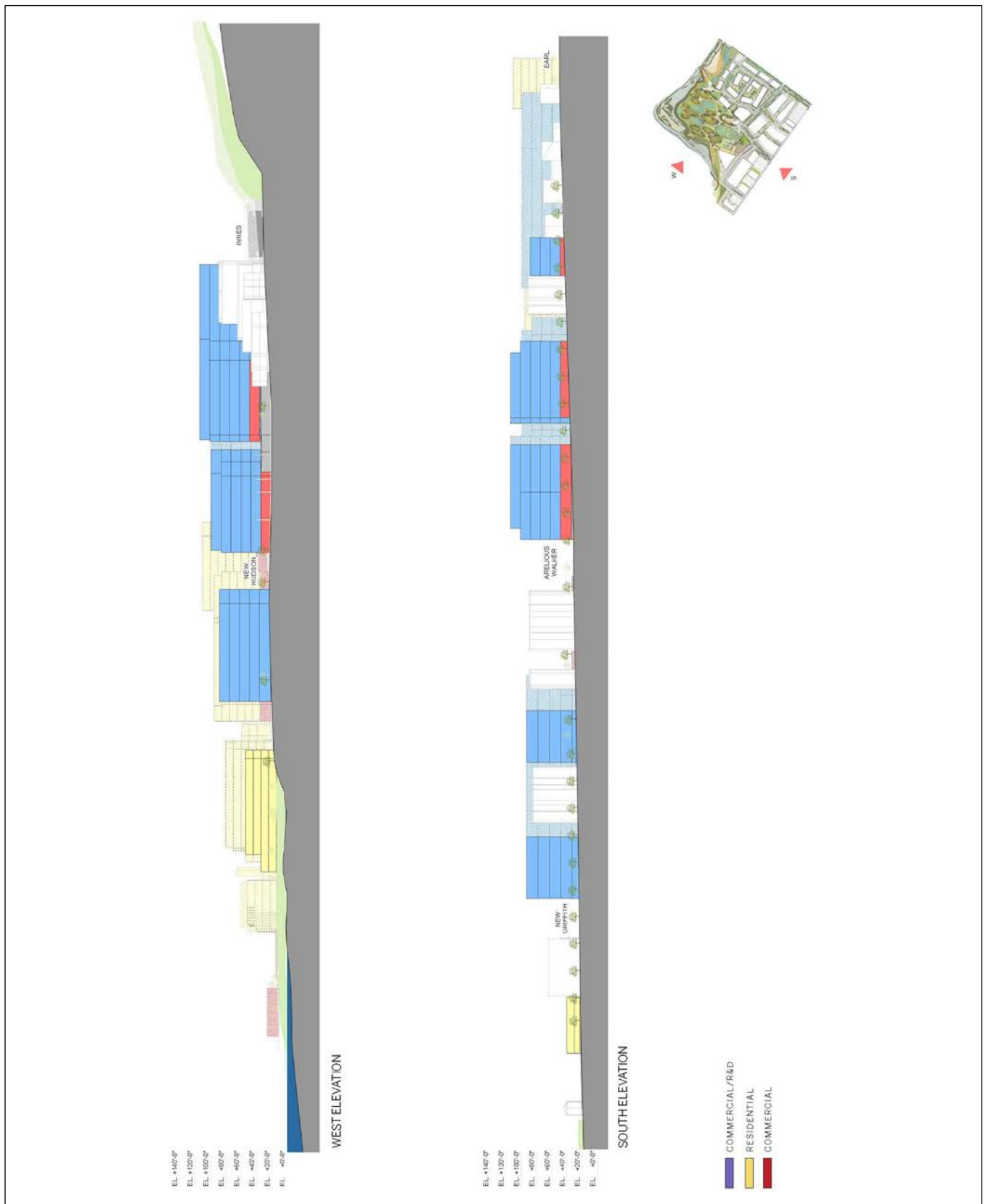




Source: SOM, 2016

**Figure 9**

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



Source: SOM, 2016

**Figure 10**

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

## Infrastructure Improvements

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

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

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

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

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



Source: SOM, 2016

**Figure 11**

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



Source: SOM, 2016

**Figure 12**

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



Source: SOM, 2016

**Figure 13**

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



Source: SOM, 2016

**Figure 14**

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

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

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

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

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

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

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



## Phasing and Construction

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

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

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

### ***Proposed Project Phasing***

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

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

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

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

**Phase 3** would construct the third group of buildings.

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

**Phase 7** would construct the final group of buildings.

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

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<sup>14</sup> However, due to funding and market conditions, the duration of construction could later be extended.

### ***Proposed Project Variant Phasing***

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

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

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

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

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

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

**Phase 7** would construct the final group of buildings.

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

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



Source: SOM, 2016

**Figure 15**

**Proposed Project Phasing**



Source: SOM, 2016  
**Figure 16**

**Proposed Project Variant Phasing**

## REQUIRED APPROVALS

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

### ***San Francisco Planning Commission and Planning Director***

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

### ***Historic Preservation Commission***

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

### ***San Francisco Recreation and Park Commission and General Manager***

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

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

#### ***San Francisco Department of Public Works***

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

#### ***San Francisco Department of Building Inspection***

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

#### ***San Francisco Municipal Transportation Agency***

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

#### ***San Francisco Public Utilities Commission***

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

#### ***Board of Supervisors***

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

#### ***San Francisco Bay Conservation and Development Commission***

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

**San Francisco Regional Water Quality Control Board**

- RWQCB Section 401 Water Quality Certification.

**Bay Area Air Quality Management District (BAAQMD)**

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

**State Lands Commission**

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

**California Bureau of Real Estate**

- Approval of master home owner’s association formation.

**California State Historic Preservation Office**

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

**U.S. Army Corps of Engineers**

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

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

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

**B. PROJECT SETTING**

See descriptions above under Project Location and Site Characteristics.

**C. COMPATIBILITY WITH EXISTING ZONING AND PLANS**

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

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

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

## **SAN FRANCISCO PLANS AND POLICIES**

### **San Francisco General Plan**

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



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

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

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

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

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

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

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

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

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

## Bayview Hunters Point Area Plan<sup>15</sup>

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

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

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

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

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

## San Francisco Planning Code and Zoning Maps

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

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<sup>15</sup> Bayview Hunters Point Area Plan, 2010 and Amendments by Resolution 18098 on June 3, 2010

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

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

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

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

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

### **San Francisco Transit First Policy**

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

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

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

### **San Francisco Bicycle Plan**

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

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

### **San Francisco Better Streets Plan**

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

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

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

### **Sustainability Plan**

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

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

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

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

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

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

### **Climate Action Strategy**

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

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

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

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

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

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

## REGIONAL PLANS AND POLICIES

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

### Plan Bay Area and Regional Housing Needs Plan

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

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

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

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

### **San Francisco Bay Plan and San Francisco Waterfront Special Area Plan**

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

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

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

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

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

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



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

### **San Francisco Bay Area Basin Plan**

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

### **Bay Trail Plan**

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

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

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

### **Clean Air Plan**

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

## The Public Trust

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

## D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

Table 4  
Cumulative Projects

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

<sup>19</sup> Statutes of 1968, Chapter 1333

<sup>20</sup> Public Trust Policy, adopted by the State Lands Commission on August 29, 2001

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

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

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Land Use                                  | <input checked="" type="checkbox"/> Air Quality                   | <input checked="" type="checkbox"/> Biological Resources               |
| <input type="checkbox"/> Aesthetics                                | <input type="checkbox"/> Greenhouse Gas Emissions                 | <input type="checkbox"/> Geology and Soils                             |
| <input type="checkbox"/> Population and Housing                    | <input checked="" type="checkbox"/> Wind and Shadow               | <input checked="" type="checkbox"/> Hydrology and Water Quality        |
| <input checked="" type="checkbox"/> Cultural Resources             | <input checked="" type="checkbox"/> Recreation                    | <input checked="" type="checkbox"/> Hazards/Hazardous Materials        |
| <input checked="" type="checkbox"/> Transportation and Circulation | <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources                      |
| <input checked="" type="checkbox"/> Noise                          | <input checked="" type="checkbox"/> Public Services               | <input type="checkbox"/> Agricultural and Forest Resources             |
|  |   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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<sup>22</sup> Statutes of 1968, Chapter 1333

<sup>23</sup> *Public Trust Policy*, adopted by the State Lands Commission on August 29, 2001

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

<sup>27</sup> United States Census Bureau, 2014

<sup>28</sup> Association of Bay Area Governments (ABAG) Projections, 2013 (hereinafter referred to as “ABAG Projections, 2013”)

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

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

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

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

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

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

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

<sup>30</sup> ABAG Projections, 2013

<sup>31</sup> San Francisco Housing Element, 2014

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

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

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

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

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

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

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<sup>32</sup> ABAG Projections, 2013

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

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

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

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

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

<sup>33</sup> Assuming a population per household of 2.18 in San Francisco and 2.69 in Brisbane

<sup>34</sup> Total population of 243,800

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

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

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

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

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

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

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

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

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

<sup>36</sup> India Basin Historic Resources Evaluation, 2016

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

<sup>37</sup> San Francisco General Plan Environmental Protection Element, Policy 11.1

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

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

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

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

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

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<sup>38</sup> San Francisco General Plan Housing Element, Implementation Policy IP.17 and IP.18

<sup>39</sup> San Francisco Police Code, Article 29, Regulation of Noise

<sup>40</sup> Federal Highway Administration Roadway Construction Noise Model User's Guide, 2006

<sup>41</sup> Federal Transit Administration Transit Noise and Vibration Impact Assessment, 2006

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<b>9. WIND AND SHADOW—Would the project:</b>					
a) Alter wind in a manner that substantially affects public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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<sup>42</sup> San Francisco Eastern Neighborhoods Rezoning and Community Plan EIR, Case No.2004.0160E

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

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

**Impact BI-1: The proposed project or variant could have an adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (Potentially Significant)**

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

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

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

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

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

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

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

**Impact BI-4: The proposed project or variant could interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Potentially Significant)**

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

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

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

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

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

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



Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

<sup>43</sup> India Basin Preliminary Geotechnical Investigation, September 2014 (hereinafter “Preliminary Geotechnical Investigation, 2014”)

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

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

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

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

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

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

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

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<sup>44</sup> Preliminary Geotechnical Investigation, 2014

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

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

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

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

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

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

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

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<sup>45</sup> Preliminary Geotechnical Investigation

<sup>46</sup> Preliminary Geotechnical Investigation, pp. 17-18

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

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

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

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

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

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

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

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

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

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

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

**Impact HY-5: The proposed project or variant could expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow. (Potentially Significant)**

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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<sup>49</sup> California Department of Conservation San Francisco Bay Area Important Farmland: Mapping and Monitoring Program, 2015

<sup>50</sup> California Department of Conservation Land Conservation (Williamson) Act, 2015

<sup>51</sup> San Francisco Planning Code, Article 2: Use Districts

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

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

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

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

## F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

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

## G. DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Sarah Jones  
Environmental Review Officer

for

John Rahaim  
Director of Planning

DATE June 1, 2016

## I. INITIAL STUDY PREPARERS

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**Appendix A: SB743 Checklist**



# SAN FRANCISCO PLANNING DEPARTMENT

## Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis

*Date of Preparation:* April 15, 2016  
*Case No.:* **2014-002541ENV**  
*Project Title:* **700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park and India Basin Open Space Projects**

*Zoning:* P Use District  
M-1 Use District  
NC-2 Use District  
OS Height and Bulk District  
40-X Height and Bulk District

*Block/Lot:* 4644/Lots 001-018, 004, 004A, 005, 005S, 006, 006A, 007, 008, 009, 010, 010A, 010B, 010C, 011  
4631/Lots 001, 002  
4620/Lots 001, 002  
4607/Lots 025, 024  
4596/Lot 026  
4597/Lot 026  
4606/Lots 026, 100  
4621/016, 018, 021, 100, 101  
4630/005, 007, 100  
4645/001, 003A, 004, 006, 007, 007A, 010, 010A, 011, 012, 013  
4630/002  
4629A/010, 011  
4646/001, 002, 003, 003A, 019, 020  
4629A/012, 013, 003, 004, 005, 006  
4622/007, 008, 016, 017, 018, 019, 012, 013  
4605/010,011,012,013,014,015,016,017,018,019  
4645/Lots 014, 015

*Lot Size:* 38.84 acres (1,691,870 square feet)

*Project Sponsors* Courtney Pash, Build Inc.  
(415) 551-7626 or courtney@bldsf.com  
Nicole Avril, San Francisco Recreation and Parks  
(415) 305-8438 or Nicole.Avril@sfgov.org

*Lead Agency:* San Francisco Planning Department

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

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

### **Aesthetics and Parking**

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

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

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

### **Automobile Delay and Vehicle Miles Traveled**

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

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

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

### **Project Description:**

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

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

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

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

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

<sup>1</sup> Roadways that appear on maps but have not been built.

<sup>2</sup> See **Attachment A** for definitions.

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

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

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

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

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

<sup>4</sup> A project is considered to be inconsistent with the Sustainable Communities Strategy if development is located outside of areas contemplated for development in the Sustainable Communities Strategy.

<sup>5</sup> Sarah Dennis Phillips, San Francisco Planning Department. *Memorandum re: Plan Bay Area: Review and Comment on the draft Sustainable Communities Strategy*, May 2, 2013. Available online at: [http://www.sf-planning.org/ftp/files/plans-and-programs/emerging\\_issues/scs/Plan-Bay-Area-Memo-5\\_02\\_13.pdf](http://www.sf-planning.org/ftp/files/plans-and-programs/emerging_issues/scs/Plan-Bay-Area-Memo-5_02_13.pdf), accessed March 24, 2016.

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



**ATTACHMENT A**  
**DEFINITIONS**

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

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

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

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

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

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

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

**Lot** means all parcels utilized by the project.

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

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

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

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

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

**Other minor transportation project** means any of the following:

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

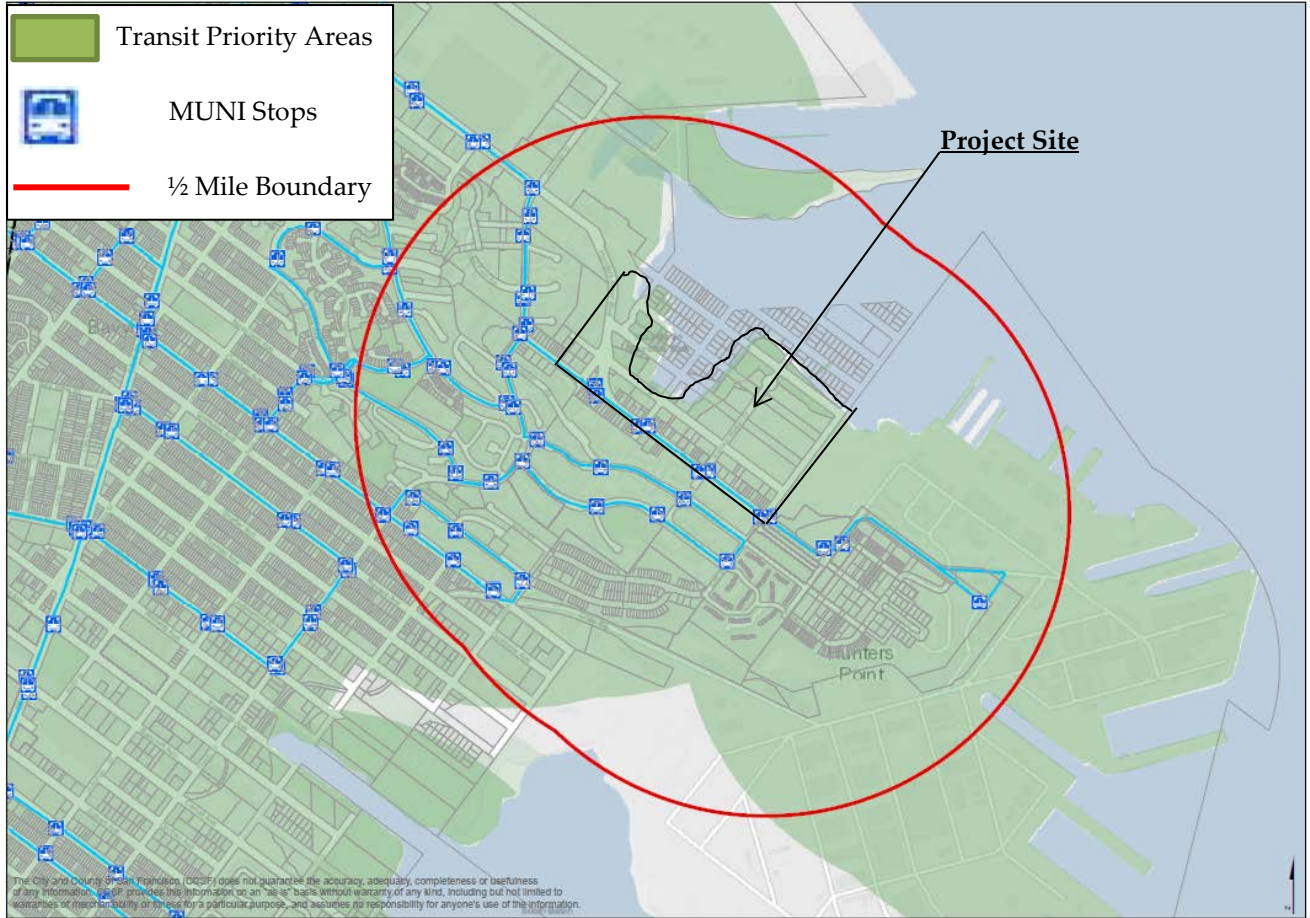
**Small project** means the project would not result in over 100 vehicle trips per day.

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

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

**ATTACHMENT B**  
**MAJOR TRANSIT STOPS**

**India Basin SB 743 Compliance Checklist**



0 495 990 1,980 Feet

Printed: 12, April 2016

**Appendix B1: Build Inc GHG Checklist**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Compliance Checklist Greenhouse Gas Analysis

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### A. GENERAL PROJECT INFORMATION:

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

**Date:** April 19, 2016

**Project name:** India Basin Mixed-Use and Park Development

**Case No:** 2014-002541ENV

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

**EP planner:** Brett Bollinger

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

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

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

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## B. COMPLIANCE CHECKLIST TABLE

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

Compliance Checklist Table attached:  Table 1. Private Development

Table 2. Municipal Project

Table 3. Area Plan for \_\_\_\_\_  
(specify area)

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

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

Project Notes:

Project Does Not Comply

Planner Name: Brett Bollinger

Date of Determination: 5/5/2016

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# SAN FRANCISCO PLANNING DEPARTMENT

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## Compliance Checklist Table for Greenhouse Gas Analysis:

### Table 1. Private Development Projects

#### A. GENERAL PROJECT INFORMATION:

**Date:** April 6, 2016

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

**Case No:** 2014—002541ENV

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

**Standard to be met (Select one)<sup>1</sup>:** LEED Silver or equivalent

**Compliance Checklist Prepared By:** Courtney Pash

**Date:** 04/08/2016

#### Brief Project Description:

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

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

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



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

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

## **B. COMPLIANCE CHECKLIST TABLE:**

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



# SAN FRANCISCO PLANNING DEPARTMENT

**Table 1. Regulations Applicable to Private Development Projects**

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

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

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

Regulation	Requirements	Project Compliance	Remarks
<b>Energy Efficiency Sector</b>			
<p>San Francisco Green Building Requirements for Energy Efficiency (San Francisco Green Building Code 4.101, 4.102, 5.103,)</p>	<p>Demonstrate compliance with Title 24 Part 6 (2013) Energy Standards, and additionally meet energy efficiency prerequisites of the applicable green building rating system:</p> <ul style="list-style-type: none"> <li>• GreenPoint Rated: demonstrate a 10% compliance margin</li> <li>• LEED for Homes (including midrise): demonstrate a 10% compliance margin</li> <li>• LEED BD+C 2009: No compliance margin requirement.</li> </ul>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Project would comply and demonstrate a 10% compliance margin</p>
<p>San Francisco Green Building Requirements: Commissioning of Building Energy and Water Systems (LEED EA3, San Francisco Green Building Code, Section 5.103.1.4, CalGreen 5.410.2 and 5.410.4. )</p>	<p>New non-residential buildings and alterations to non-residential buildings must conduct design and construction commissioning to verify energy and water using components meet the owner's or owner representative's project requirements. Commissioning requirements apply to all building operating systems covered by Title 24 Part 6, as well as process equipment and controls, and renewable energy systems.</p> <ul style="list-style-type: none"> <li>• New non-residential projects ≥25,000 sq ft: complete Enhanced Commissioning of Building Energy Systems (meeting LEED EAc3 – SFGBC 5.103.1.4 and CalGreen 5.410.)</li> <li>• Non-residential new buildings and alterations &lt;25,000 square feet and ≥10,000 square feet: commission all energy systems (CalGreen 5.410)</li> <li>• Non-residential new buildings and alterations less than 10,000 square feet, must complete testing and adjusting of energy systems. (CalGreen 5.410.4)</li> <li>• New residential high rise, new commercial interior, and Major Alterations to Residential buildings must each commission building energy systems, meeting the LEED prerequisite EAp1.</li> </ul>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Project would comply due to LEED silver or equivalent rating.</p>
<p>San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)</p>	<p>All projects disturbing more than 5,000 square feet of ground surface must manage stormwater on-site using low impact design. Comply with the Stormwater Management Ordinance, including SFPUC Stormwater Design Guidelines.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Would comply on a project level basis and include Stormwater retention and treatment strategies integrated into the landscape of the 11 acre park included as part of the Project.</p>

Regulation	Requirements	Project Compliance	Remarks
<p>San Francisco Green Building Requirements for water use reduction (San Francisco Green Building Code 4.103.2.2 and 5.103.1.2; and CalGreen 4.303.1 and 5.303.2.)</p>	<p>All new buildings must comply with current CA water fixture and fitting efficiency requirements. All fixtures and fittings within areas of alteration, or serving areas of alteration, must be upgraded to current CA and San Francisco fixture and fitting water efficiency requirements. (For local requirements applicable to alterations, see Commercial Water Conservation Ordinance and Residential Water Conservation Ordinance below.) Additionally:</p> <ul style="list-style-type: none"> <li>• New large commercial and high-rise residential projects: incorporate fixtures and fittings cutting water consumption by a total of 30% (LEED WEC3)</li> </ul>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Project would comply and incorporate fixtures and fittings into each of the buildings or clusters of buildings cutting water consumption by 30%.</p>
<p>Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A)</p>	<p>Requires all alterations to existing commercial properties to achieve the following:</p> <ol style="list-style-type: none"> <li>1. If showerheads have a maximum flow &gt; 2.5 gallons per minute (gpm), replace with ≤2.0 gpm.</li> <li>2. All showers have no more than one showerhead per valve</li> <li>3. If faucets and faucet aerators have a maximum flow rate &gt; 2.2 gpm, replace with unit meeting current code: <ul style="list-style-type: none"> <li>• Non-residential lavatory: ≤0.4 gpm</li> <li>• Kitchen faucet: ≤0.8 gpm</li> <li>• Metering faucet: ≤0.2 gal/cycle</li> </ul> </li> <li>4. If toilets have a maximum rated water consumption &gt;1.6 gallons per flush (gpf), replace with ≤1.28 gpf toilet</li> <li>5. If urinals have a maximum flow rate &gt;1.0 gpf, replace with ≤0.5 gpf unit</li> <li>6. Repair all water leaks.</li> </ol>	<p><input type="checkbox"/> Project Complies</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>There are no existing commercial properties on the Site.</p>

Regulation	Requirements	Project Compliance	Remarks
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> <li>1. If showerheads have a maximum flow &gt; 2.5 gallons per minute (gpm), replace with ≤2.0 gpm.</li> <li>2. All showers have no more than one showerhead per valve</li> <li>3. If faucets and faucet aerators have a maximum flow rate &gt; 2.2 gpm, replace with unit meeting current code: <ul style="list-style-type: none"> <li>• Non-residential lavatory: ≤0,4 gpm</li> <li>• Residential lavatory: ≤1.5 gpm</li> <li>• Kitchen faucet: ≤0.8 gpm</li> <li>• Metering faucet: ≤0.2 gal/cycle</li> </ul> </li> <li>4. If toilets have a maximum rated water consumption &gt;1.6 gallons per flush (gpf), replace with ≤1.28 gpf toilet</li> <li>5. If urinals have a maximum flow rate &gt;1.0 gpf, replace with ≤0.5 gpf unit</li> <li>6. Repair all water leaks. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</li> </ol>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project would comply and would require all new vertical residential buildings to follow the minimum standards or more.
San Francisco Water Efficient Irrigation Ordinance	<p>Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption.</p> <p>Tier 1: 1,000 sf ≤ project landscape &lt; 2,500 sf</p> <p>Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals.</p> <p>See the SFPUC Web site for information regarding exemptions to this requirement.  <a href="http://www.sfwater.org/landscape">www.sfwater.org/landscape</a></p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Would comply due to on-site irrigation using non-potable recycled (grey, and potentially black) water

Regulation	Requirements	Project Compliance	Remarks
Residential Energy Conservation Ordinance (San Francisco Housing Code, Chapter 12)	<p>Prior to transfer of title as a result of sale (including condominiums), residential properties that received a building permit prior to July 1978 the seller must provide the buyer a certificate of compliance, and the certificate must be recorded with the San Francisco Recorder's Office. To comply, install the following measures as applicable:</p> <ul style="list-style-type: none"> <li>• attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; and insulating accessible heating and cooling ducts.. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</li> <li>• Maximum required expenditure: \$1300 for 1-2 unit dwellings, and for buildings with 3 or more units, 1% of the assessed value or purchase price as applicable.</li> </ul> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Would comply with regard to Herdt Building located at 702 Earl Street if it is ever sold. No other existing buildings will remain on Site</p>
San Francisco Existing Commercial Buildings Energy Performance Ordinance (San Francisco Environment Code Chapter 20)	<p>Owners of nonresidential buildings in San Francisco with ≥10,000 square feet that are heated or cooled must conduct energy efficiency audits, as well as to annually measure and disclose energy performance. Certain exceptions apply for new construction or if specified performance criteria are met.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Project would comply and conduct periodic energy efficiency audits.</p>
Light Pollution Reduction (CalGreen 5.106.8)	<p>For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Meet California Energy Code minimum for Lighting Zones 1-4 with Backlight/Uplight/Glare ratings meeting CalGreen Table 5.106.8.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>The entirety of project would comply with California Energy Codes</p>



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

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

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

Regulation	Requirements	Project Compliance	Remarks
<p>Low-emitting Adhesives, Sealants, Caulks, Paints, Coatings, Composite wood, and Flooring (CalGreen 5.404.4 – all sections.)<sup>2</sup></p>	<p>Adhesives, sealants, and caulks - Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives.</p> <p>Paints and coatings - Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints.</p> <p>Carpet - All carpet must meet one of the following:</p> <ol style="list-style-type: none"> <li>1. Carpet and Rug Institute Green Label Plus Program,</li> <li>2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350),</li> <li>3. NSF/ANSI 140 at the Gold level,</li> <li>4. Scientific Certifications Systems Sustainable Choice, OR</li> <li>5. California Collaborative for High Performance Schools EQ 2.2 and listed in the CHPS High Performance Product Database</li> </ol> <p>and carpet cushion must meet Carpet and Rug Institute Green Label, and ndoor carpet adhesive &amp; carpet pad adhesive must not exceed 50 g/L VOC content.</p> <p>Composite wood - Meet CARB Air Toxics Control Measure for Composite Wood, including meeting the emission limits in CalGreen Table 5.504.4.5.</p> <p>Resilient flooring systems - For 80% of floor area receiving resilient flooring, install resilient flooring complying with:</p> <ol style="list-style-type: none"> <li>1. Certified under the Resilient Floor Covering Institute (RFCI) FloorScore program,</li> <li>2. Compliant with the VOC-emission limits and testing requirements of California Department of Public Health 2010 Standard Method for the Testing and Evaluation Chambers v.1.1,</li> <li>3. Compliant with the Collaborative for High Performance Schools (CHPS) EQ2.2 and listed in the CHPS High Performance Product Database, OR</li> <li>4. Certified under the Greenguard Children &amp; Schools Program to comply with California Department of Public Health criteria.</li> </ol>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Would comply due to LEED Silver or equivalent rating</p>

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

Regulation	Requirements	Project Compliance	Remarks
<p>Low-emitting Adhesives, Sealants, Caulks, Paints, Coatings, Composite wood, and Flooring (CalGreen 4.503 - all sections.)</p>	<p>Interior paints and coatings: Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints. See CalGreen Table 4.504.3 for details.</p> <p>Aerosol paints and coatings - Meet BAAQMD VOC limits (Regulation 8, Rule 49) and Product-Weighted MIR Limits for Reactive Organic Compound. (CCR Title 17, Section 94520)</p> <p>Caulks, Construction adhesives, and Sealants - Meet SCAQMD Rule 1168. See CalGreen Tables 4.504.1 and 4.504.2</p> <p>Composite Wood - Meet California Air Resources Board Airborne Toxic Control Measure formaldehyde limits for composite wood. See CalGreen Table 4.504.5</p>		
<p>Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3; CalGreen 4.503.1 and 5.503.1)</p>	<p>Bans the installation of wood burning fire places (except those that are designed for food preparation in new or existing restaurants or bakeries) except for direct-vent or sealed combustion units compliant with EPA Phase II limits (CalGreen 4.503.1 and 5.503.1) and at least one of the following:</p> <ul style="list-style-type: none"> <li>• Pellet-fueled wood heater</li> <li>• EPA approved wood heater</li> <li>• Wood heater approved by the Northern Sonoma Air Pollution Control District</li> </ul>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Would comply due to LEED Silver or equivalent rating</p>

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



# SAN FRANCISCO PLANNING DEPARTMENT

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## Compliance Checklist Greenhouse Gas Analysis

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

Reception:  
**415.558.6378**

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**415.558.6409**

Planning  
Information:  
**415.558.6377**

### A. GENERAL PROJECT INFORMATION:

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

**Date:** May 11, 2016

**Project name:** India Basin Mixed-Use and Park Development

**Case No:** 2014-002541ENV

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

**EP planner:** Brett Bollinger

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

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

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

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## B. COMPLIANCE CHECKLIST TABLE

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

Compliance Checklist Table attached:  Table 1. Private Development

Table 2. Municipal Project

Table 3. Area Plan for \_\_\_\_\_  
(specify area)

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

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

Project Notes:

Project Does Not Comply

Planner Name: Brett Bollinger

Date of Determination: 5/11/2016

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# SAN FRANCISCO PLANNING DEPARTMENT

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

### A. GENERAL PROJECT INFORMATION:

**Date:** May 11, 2016

**Project name:** India Basin Mixed-Use and Park Development

**Case No:** 2014-002541ENV

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

**Standard to be met (Select one)<sup>1</sup>:** LEED Gold

**Compliance Checklist Prepared By:** Nicole Avril

**Date:** 05/11/2016

### Brief Project Description:

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

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

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

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

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

## **B. COMPLIANCE CHECKLIST TABLE**

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



# SAN FRANCISCO PLANNING DEPARTMENT

**Table 2. Regulations Applicable to Municipal Projects**

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

Regulation	Requirement	Project Compliance	Remarks
Healthy Air and Clean Transportation Ordinance (San Francisco Environment Code, Chapter 4, Section 403)	Requires the reduction of the number of passenger vehicles and light-duty trucks in the Municipal Fleet. In addition, requires new purchases or leases of passenger vehicles and light-duty trucks to be the cleanest and most efficient vehicles available on the market.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD abides by the Healthy Air and Clean Transportation Ordinance, Section 403 by endeavoring to reduce the number of passenger vehicles and light-duty trucks in the Municipal Fleet and requires new purchases or leases of passenger vehicles and light-duty trucks to be the cleanest and most efficient vehicles available on the market.
Biodiesel for Municipal Fleets (Executive Directive 06-02)	Requires all diesel using City Departments to begin using biodiesel (B20). Sets goals for all diesel equipment to be run on biodiesel by 2007 and goals for increasing biodiesel blends to B100.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD abides by Executive Directive 06-02 and requires the use of biodiesel for municipal fleets.
Clean Construction Ordinance (San Francisco Administrative Code, Section 6.25)	Effective March 2009, all contracts for large (20+ day) City projects are required to: <ul style="list-style-type: none"> <li>•Fuel diesel vehicles with B20 biodiesel, and</li> <li>•Use construction equipment that meet USEPA Tier 2 standards or best available control technologies for equipment over 25 hp.</li> </ul>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD abides by the Clean Construction Ordinance (San Francisco Administrative Code, Section 6.25).
Bicycle Parking, Showers, and Lockers for City-Owned and Leased Properties (San Francisco Planning Code, Section 155.1-155.4)	Requires bicycle facilities for City-Owned and Leased Properties. Refer to Section 155.2 and 155.3 for requirements by use.  Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater. May meet LEED SS 4.2.(CalGreen 5.106.4)	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD: would provide adequate Class 2 parking and adequate Class 1 parking where possible, RPD will seek a variance when building type or size constraints limit amount of Class 1 parking available, e.g. historic structures.

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

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

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

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



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

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

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

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

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	<p>City-owned facilities and leaseholds are subject to all of the requirements of the Commercial Water Conservation Ordinance (San Francisco Green Building Code (5.103.1.2 Indoor water use reduction), including provisions requiring the replacement of non-compliant water closets and urinals on or before January 1, 2017. (Sec. 709)</p> <ol style="list-style-type: none"> <li>1. All water closets (toilets) with a rated flush volume exceeding 1.6 gallons per flush and all urinals with a rated flush volume exceeding 1.0 gallon per flush must be replaced with high-efficiency water closets that use no more than 1.28 gallons per flush and high efficiency urinals that use no more than 0.5 gallons per flush, respectively.</li> <li>2. Showerheads must use no more than 1.5 gal/ min. In addition, all showerheads in the facility having a maximum flow rate exceeding 2.5 gallons per minute must be replaced with showerheads that use no more than 1.5 gal/ min.</li> <li>3. All faucets and faucet aerators in the facility with a maximum flow rate exceeding 2.2 gallons per minute are replaced with fixtures having a maximum flow rate not to exceed 0.5 gallons per minute per appropriate site conditions.</li> </ol>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD would comply due to LEED Gold certification.
Stormwater Management Ordinance and Construction Pollution Prevention (San Francisco Environment Code, Chapter 7)(Sec. 706)	<p>For City sponsored projects, the LEED Project Administrator shall submit documentation verifying that a construction project that is located outside the City and County of San Francisco achieves the LEED SS6.2 credit.</p> <p>Construction projects located within the City and County of San Francisco shall implement the applicable stormwater management controls adopted by the San Francisco Public Utilities Commission (the "SFPUC").</p> <p>All construction projects shall develop and implement construction activity pollution prevention and stormwater management controls adopted by the SFPUC, and achieve LEED prerequisite SSp1 or similar criteria adopted by the SFPUC, as applicable.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD would comply due to LEED Gold certification.

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

Regulation	Requirement	Project Compliance	Remarks
Tropical Hardwood and Virgin Redwood Ban (San Francisco Environment Code, Chapter 8)	The ordinance prohibits City departments from procuring, or engaging in contracts that would use the ordinance-listed tropical hardwoods and virgin redwood.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD would comply with the Tropical Hardwood and Virgin Redwood Ban (San Francisco Environment Code, Chapter 8).
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3)	Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> <li>•Pellet-fueled wood heater</li> <li>•EPA approved wood heater</li> <li>•Wood heater approved by the Northern Sonoma Air Pollution Control District</li> </ul>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD would comply with the Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3).
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires: <ul style="list-style-type: none"> <li>•All diesel generators to be registered with the Department of Public Health</li> <li>•All new diesel generators must be equipped with the best available air emissions control technology.</li> </ul>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD would comply with the Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30).
Arsenic-Treated Wood Ordinance (San Francisco Environment Code, Chapt. 13)	For City departments, prohibits the use of arsenic-treated wood for most applications, with the exception of seawater immersion. Details can be found at <a href="http://SFApproved.org/wood">SFApproved.org/wood</a>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	RPD would comply with the Arsenic-Treated Wood Ordinance (San Francisco Environment Code, Chapt. 13).