CHAPTER 1 Project Purpose, Need, and Objectives

1.1 INTRODUCTION

This document is a joint Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared for the Potrero HOPE SF Master Plan project (Proposed Project). The San Francisco Planning Department, as lead agency responsible for administrating the environmental review for projects in the City and County of San Francisco (City), has determined that an EIR is required based on the criteria of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and Article 31 of the San Francisco Administrative Code. The City of San Francisco's Mayor's Office of Housing and Community Development (MOHCD), as lead agency under the National Environmental Policy Act (NEPA), has determined that the project requires the preparation of an Environmental Impact Statement (EIS) as major federal action that may significantly affect the quality of the human environment.

This Draft EIR/EIS is intended to comply with both CEQA and NEPA. See Title 14, Division 6, Chapter 3 of the California Code of Regulations (CCR) (the CEQA Guidelines), Section 15222 (*Preparation of Joint Documents*); and Title 40, Sections 1502.25, 1506.2, and 1506.4 of the Code of Federal Regulations (40 CFR 1502.25, 1506.2, 1506.4) (authority for combining federal and state environmental documents). This document analyzes the environmental impacts resulting from implementation of the Project.

A project is typically referred to as the "Proposed Project" for the purposes of CEQA and the "Proposed Action" for purposes of NEPA. This Draft EIR/EIS uses "Proposed Project." The "Proposed Action" under NEPA is identified only after the analysis is complete, which is to say, after each of the proposed alternatives has been analyzed in full. Under NEPA all alternatives are analyzed in full so that the impacts each can be taken into account prior to selecting the "Proposed Action".

1.2 PROJECT OVERVIEW

The San Francisco HOPE SF Program (HOPE SF), a partnership between the MOHCD and the San Francisco Housing Authority (SFHA), proposes to redevelop the Potrero Terrace and Annex (Potrero) housing developments as a part of its program to revitalize distressed public housing developments in San Francisco. HOPE SF is the nation's first large-scale public housing revitalization project, with the goal of prioritizing new housing for current residents while also investing in high-quality, additional sustainable housing, and broad-scale community development. The program, which also includes Hunters View, Sunnydale-Velasco, Westside Courts, Alice Griffith, Hunters Point East/Westbrook Apartments public housing developments, proposes to

replace every existing public housing unit, provide new housing for current residents, and add new housing for a variety of income levels. HOPE SF plans to redesign these communities with new buildings, including housing and community facilities, streets, utility infrastructure, parks, and landscaping. BRIDGE Housing Corporation is the developer and project applicant for Potrero HOPE SF.

As shown in Figure 1-1, the Potrero HOPE SF project site (Project site) comprises two of the oldest public housing developments in San Francisco, Potrero Terrace and Potrero Annex, constructed in 1941 and 1955. Together, these public housing developments house a population of approximately 1,280 people, a Family Resource Center, and a child care center. The Proposed Project would replace all the existing housing units, the Family Resource Center, and child care center; incorporate additional affordable housing and market-rate homes into the community; and add amenities such as open space, retail opportunities, and neighborhood services. Including the replacement housing units, the Proposed Project would build up to 1,700 homes. The Proposed Project would include, but not be limited to, new vehicle connections, new pedestrian connections, a new street and block layout, new transit stops, and new water, wastewater, and storm water infrastructure. In addition, the Proposed Project would incorporate green construction and sustainable principles, retail, community facilities, and open space. The Proposed Project would be developed in three non-overlapping phases over at least a 10-year period.

1.2.1 Project Location

The Project site is located in the southeastern area of the Potrero Hill neighborhood on the south slope of Potrero Hill. As shown in Figure 1-1, the Project site is one and one-half blocks (or approximately 1,500 linear feet) west of Interstate 280 (I-280), four blocks (approximately 1,850 linear feet) east of U.S. Highway 101 (US 101), two blocks (approximately 950 linear feet) north of Cesar Chavez Street, and is bordered on the northwest by the Potrero Hill Recreation Center. The eastern edge of the site sits on a ridge paralleling Pennsylvania Avenue below. As detailed in Table 1-1, *Potrero HOPE SF Master Plan Parcels by Assessor's Parcel Number (APN)*, the Project site comprises several parcels totaling approximately 39 acres, including roads. Areas of the Project site have very steep slopes. The highest topographic elevation is to the north at the intersection of 23rd Street and Arkansas Street at 265 feet above mean sea level (msl), and the lowest elevation is to the south at the intersection of 26th Street and Connecticut Street at 40 feet above msl.

SOURCE: Atkins, 2011; ICF, 2014.

POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

FIGURE 1-1: PROJECT LOCATION - AERIAL VIEW

Table 1-1 Potrero HOPE SF Master Plan Parcels by Assessor's Parcel Number (APN)

	Block	*Lot*
Potrero Terrace	4167	004A 004
Potrero Annex	4220A	001
	4223	001
	4285B	001
San Francisco Unified School District Parcel	4287	001A

SOURCE: San Francisco Property Information Map (2014).

Existing Vegetation

The existing vegetation on the Project site primarily consists of nonnative ornamental shrubs, and ruderal (weedy) herbaceous vegetation. The Project site does not support any street trees or landmark trees, as defined under the San Francisco Urban Forestry Ordinance.[1] A total of 254 significant trees were identified as occurring on or adjacent to the Project site.[2] *Significant trees* are defined under the San Francisco Urban Forestry Ordinance as "any trees within 10 feet of a lot line abutting a public right-of-way that are above 20 feet in height, or with a canopy greater than 15 feet in diameter, or with a trunk greater than 12 inches in diameter at breast height."[3] Of the total 254 significant trees identified, 249 significant trees occur on the Project site and five significant trees occur on an adjacent property overhanging the Project site.[4]

Surrounding Land Uses

Surrounding land uses include residential, commercial, recreational, and industrial uses. To the north and northwest are multi-family residences, single-family residences, and the Potrero Hill Recreation Center. To the west are multi-family residences, single-family residences, and Starr King

[1] City and County of San Francisco Planning Department. 2013. *San Francisco Municipal Code*, Article16 (Urban Forestry Ordinance), Section 802 (Definitions) and Section 810 (Landmark Trees). Available: <http://www.amlegal.com/nxt/gateway.dll/California/publicworks/article16urbanforestryordinance?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca>.Accessed January 17, 2013.

[2] GLS Landscape/Architecture. 2010. *Tree Disclosure Submittal.* June 23, 2010. San Francisco, CA. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2010.0515E.

[3] City and County of San Francisco Planning Department. 2013. *San Francisco Municipal Code*, Article 16 (Urban Forestry Ordinance), Section 810A (Significant Trees). Available: <http://www.amlegal.com/nxt/gateway.dll/California/publicworks/article16urbanforestryordinance?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_810A>.Accessed: January 17, 2013.

[4] GLS Landscape/Architecture. 2010. *Tree Disclosure Submittal.* June 23, 2010. San Francisco, CA. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2010.0515E.

Elementary School. To the south are industrial uses. Across Texas Street to the east are multi-family residential, single-family residential, and industrial uses.

Planning and Zoning

The Project site is zoned RM-2 and P (Public). Under Section 206.2 of the *Planning Code*, RM-2 is defined as Residential, Mixed-Use—Moderate Density. RM-2 Districts are generally similar to RM-1 Districts, which, in turn, contain a mixture of dwelling types, including those found in the RH (Residential, House) Districts and apartment buildings in a variety of structures and a range of unit sizes. Compared to RM-1 Districts, RM-2 Districts tend to be greater in unit density and variety of building types. Where non-residential uses are allowed in the RM-2 District, they tend to offer services for wider areas than RM-1 Districts. The Project site is within a 40-X Height and Bulk District, which sets building height limits at 40 feet, with no bulk restriction. The San Francisco Unified School District (SFUSD) site is currently zoned as P. The SFUSD site is also known as Block X. A zoning amendment to change the zoning from P to RM-2 on Block X is included as part of the Proposed Project.

The Proposed Project is within the Showplace Square/Potrero Area Plan, which is a part of the greater Eastern Neighborhoods Area Plan, approved in January 2009. The Showplace Square/Potrero Area Plan identifies the Proposed Project site as an area that will be redeveloped under the HOPE SF program.

Background

There are currently 38 residential buildings in Potrero Terrace (Terrace) and 23 residential buildings in Potrero Annex (Annex). In addition to the residential buildings, there is an administrative office in the Terrace at the northeast corner of 25th Street and Connecticut Street, and a Family Resource Center and child care center in the Annex. The existing buildings are two to three stories or up to 24 to 34 feet in height. The Terrace residential buildings were constructed in 1941 and consist of one-, two-, and three-bedroom units, laundry facilities, and storage rooms. Due to the steep slope of the site, one elevation of each building is a full three stories, while the other is two stories, as shown in Figure 1-2. The Annex residential buildings were constructed in 1955 and consist of one-, two-, three-, four-, and five-bedroom units. The buildings at both sites are rectangular and are constructed of concrete block or wood-framed, with stucco covered exterior walls, built over a concrete foundation. A summary of existing residential uses is provided in Table 1-2, *Existing Residential Units*.

SOURCE: Atkins, 2013.

POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

FIGURE 1-2: EXISTING BUILDINGS AT POTRERO TERRACE

Table 1-2 Existing Residential Units

	1-BR	*2-BR*	*3-BR*	*4-BR*	*5-BR*	*Total Units*
Annex	27	46	55	18	5	151
Terrace	26	387	56	0	0	469
Total	*53*	*433*	*111*	*18*	*5*	*620*

SOURCE: San Francisco Housing Authority (2010).

Note: This Draft EIR/EIS states throughout that there are 620 units at the Project site. Due to a change in the use of units (i.e., formerly residential units being used for daycare), there are currently 606 units available for occupancy at the Project site. The analysis in this Draft EIR/EIS assumes that 620 residential units are present.

The density at the Project site is approximately 16 units per acre. This density is generally lower than the surrounding neighborhood which is more urban in nature.

The existing circulation between the buildings consists of concrete walkways, steps, and retaining walls. Behind each building are T-shaped clothesline poles. Off-street parking is available in small lots along the streets within the site. Landscaping throughout the two sites is minimal and generally consists of grass and dirt, with some mature trees. There are 249 significant trees[5] on site and five significant trees on an adjacent property overhanging the Project site.[6] There are no street trees or landmark trees on the Project site.

In addition to the Potrero Terrace and Potrero Annex properties, the Proposed Project would include the development of a small parcel owned by the SFUSD located on the southeast corner of 25th Street and Connecticut Street. The SFUSD parcel is zoned P and is currently developed with a gated functioning basketball court, vacant land, and a paved area.

Regional access to the Project site is provided by US 101 via the Cesar Chavez/Bayshore Boulevard off-ramp from the west. From the east, access is provided by I-280 via the Cesar Chavez off-ramp. Potrero Avenue and Third Street are the primary north/south arterials and Cesar Chavez Street and 16th Street are major east/west arterials in the Potrero Hill area. Connecticut Street, which travels north/south, serves Potrero as the major corridor to Cesar Chavez Street, which provides access to I-280 and US 101. The Project site is bounded by a local roadway network consisting of Wisconsin Street to the west, Texas Street to the east, 25th Street and 26th Street to the south, and 23rd Street and Missouri Street to the north. Connecticut Street and Dakota Street run northwest/southeast, bisecting the Terrace parcel. The Annex parcel includes two cul-de-sacs, Turner Terrace, and Watchman Way that extend east from Missouri Street.

[5] Significant trees are any trees within 10 feet of a lot line abutting a public right-of-way that are above 20 feet in height, or with a canopy greater than 15 feet in diameter, or with a trunk greater than 12 inches in diameter at breast height.

[6] GLS Landscape Architect. 2010. *Tree Survey Chart, Rebuild Potrero*. June 23. San Francisco, CA.

1.3 PROJECT PURPOSE, NEED, AND OBJECTIVES

The Proposed Project has been formulated to achieve the purpose, need, and objectives summarized below. Section 15124(b) of the CEQA Guidelines requires that the project description contain a clear statement of the project objectives, including the underlying purpose of the project. NEPA regulations (40 CFR 1502.13) require that an EIS contain a statement of the purpose and need that "briefly specif[ies] the underlying purpose and need to which the agency is responding in proposing the alternatives, including the proposed action."

1.3.1 Project Purpose and Need

The HOPE SF program has identified the need for redevelopment of the Potrero housing developments and has included it as a part of its program to revitalize distressed public housing developments in San Francisco. As noted, the Potrero Project site is comprised of two of the oldest public housing developments in San Francisco, Potrero Terrace and Potrero Annex, and contains 620 residential units that are in various stages of physical decay.[7] Together, these public housing developments house a population of approximately 1,280 people. In addition to distressed and deteriorated housing, the development contains dead-end streets and steep topography that isolate residents from the surrounding Potrero Hill neighborhood. Additionally, the City of San Francisco acknowledges a lack of sufficient affordable housing options for its residents. The Proposed Project would replace the deteriorated existing housing units, add additional units of housing, and provide new infrastructure and other site improvements.

1.3.2 Project Objectives

Objectives are important for the selection and consideration of alternatives under CEQA and NEPA. The applicant has identified the following Project objectives:

- Implement the City's HOPE SF Initiative and the Showplace Square/Potrero Area Plan;
- Create an economically integrated neighborhood with new public housing units, affordable rental apartments, and market rate and/or rental homes;
- Establish physical and social connections between the Potrero Terrace and Annex Project site and the larger Potrero Hill neighborhood;
- Provide employment opportunities for current public housing residents;
- Provide community facilities, including space for on-site services and programs;

[7] This Draft EIR/EIS states throughout that there are 620 residential units currently at the Project site. However, 14 of these units are currently used as a childcare center and 606 are currently used for residential purposes. The 606 residential units would be replaced as affordable housing on a one-for-one basis. The remaining 14 units would be replaced in the childcare center in the proposed community center. Thus, the existing uses of all the 620 units would be replaced.

- Create a comprehensive services plan to address gaps in services and facilitate access to existing programs and resources;
- Build a new 24th Street neighborhood center with a community center, senior housing, and a park;
- Build new safe streets and open spaces;
- Develop as much housing as possible and feasible in buildings that would range from three to six stories tall;
- Provide space for community-serving retail stores;
- Create a financially feasible plan for redevelopment within the constraint of limited availability of public subsidies; and
- Incorporate green and healthy development principles that include:
  - > Green construction and healthy buildings[8]
  - > A walkable neighborhood
  - > Stormwater management
  - > Meet requirements for Leadership in Energy & Environmental Design-Neighborhood Development (LEED-ND)

1.4 TYPE AND USES OF EIR/EIS

1.4.1 California Environmental Quality Act

This Draft EIR/EIS assesses potentially significant environmental impacts of the Proposed Project by considering effects on environmental factors identified in the CEQA Guidelines Appendix G, and other criteria as required by Chapter 31 of the City's Administrative Code. As defined in the CEQA Guidelines Section 15382, a "significant effect on the environment" is:

> … a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

This Draft EIR/EIS is prepared in accordance with CEQA, as amended, the CEQA Guidelines and the City's CEQA procedures in Administrative Code Chapter 31. As stated in the CEQA Guidelines,

[8] Healthy building-scale principles include energy-efficient buildings incorporating modern code-compliant materials. This would provide better indoor air quality and facilitate better occupant health. Water conservation measures are also part of meeting environmental goals. Buildings would be integrated with the streetscape and open space system. This would allow for better observation of semi-public and public open space and promote safety of the residents and greater sense of community.

an EIR is an "informational document" intended to inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Although this Draft EIR/EIS does not control the ultimate decision on the Proposed Project, the City must consider the information in this Draft EIR/EIS and respond to each significant effect identified herein. The City will use the certified EIR/EIS, along with other information and public processes, to determine whether to approve, modify, or disapprove the Proposed Project, and to specify any applicable environmental conditions as part of project approvals. The purpose of this Draft EIR/EIS is to provide the City, public agencies, and the public in general with detailed information about the environmental effects of implementing the Proposed Project, to examine and institute methods of mitigating any adverse environmental impacts should the project be approved, and to consider alternatives to the project as proposed.

CEQA provides that public agencies should not approve projects until all feasible means available have been employed to substantially lessen the significant environmental effects of such projects. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social, and technological factors.[9]

1.4.2 National Environmental Policy Act

The Proposed Project is also subject to NEPA because funding for the project would include HUD funds from programs subject to regulation by 24 CFR part 58; these include Community Development Block Grant (CDBG) funds under Title I of the Housing and Community Development Act of 1974; Home Investment Partnership Program (HOME) grants under Title II of the Cranston-Gonzales National Affordable Housing Act of 1990 as amended; Project Based Section 8 Vouchers under the United States Housing Act of 1937; and/or Section 8(o)(13) and Public Housing operating subsidies for mixed income developments authorized under the U.S. Housing Act of 1937, Section 35. NEPA provides an interdisciplinary framework for federal agencies to develop information that will help them to take environmental factors into account in their decision making (42 U.S. Code [USC] 4321, 40 CFR 1500.1). According to NEPA, an EIS is required whenever a proposed major federal action (e.g., a proposal for legislation or an activity financed, assisted, conducted, or approved by a federal agency) would result in significant effects on the quality of the human environment. In this case, the federal action consists of the approval of funding and agreements associated with the Proposed Action.

An EIS is intended to provide full and open disclosure of environmental consequences before agency action; an interdisciplinary approach to project evaluation; objective consideration of all reasonable alternatives; application of measures to avoid or reduce adverse impacts; and an avenue for public and agency participation in decision-making (40 CFR 1502.1). NEPA defines mitigation as

[9] *Public Resources Code* Section 21061.1.

avoiding, minimizing, rectifying, reducing, or compensating for significant effects of the proposed action (40 CFR 1508.20).

NEPA requires that a lead agency "include (in an EIS) appropriate mitigation measures not already included in the Proposed Project or alternatives" (40 CFR 1502.14[f]). An EIS shall also include discussions of "means to mitigate adverse environmental impacts (if not fully covered under Section 1502.14[f])." In preparing a record of decision under 40 CFR 1505.2, a lead agency is required to "[s]tate *whether* all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted, and if not, why they were not. A monitoring and enforcement program shall be adopted and summarized where applicable for *any* mitigation."

1.4.3 Type of EIR/EIS

An EIR/EIS is composed of a draft document known as a Draft EIR/EIS, and the lead agency's written responses to public and public-agency comments on the draft document (a Final EIR/EIS). This Draft EIR/EIS evaluates the potential impacts on the human and natural environment resulting from implementation of the Proposed Project. The Draft EIR/EIS proposes mitigation measures and alternatives that may reduce or avoid adverse impacts. Following public review of this Draft EIR/EIS, a Final EIR/EIS will be prepared, in which the City, as lead agency, will provide responses to comments relating to the analysis provided in the Draft EIR/EIS.

This document is a joint EIR/EIS that complies with both CEQA and NEPA requirements for evaluation of project impacts.

1.5 SCOPE AND AREAS OF CONTROVERSY

1.5.1 Scoping Process

On November 10, 2010, the Planning Department in compliance with CEQA and its CEQA procedures, issued a Notice of Preparation (NOP) to prepare a Draft Environmental Impact Report (see Appendix 1). Individuals and agencies that received these notices included: all occupants of the Potrero Terrace and Annex housing developments; owners of properties within 300 feet of the Project site; owners and tenants of properties adjacent to the Project site; other potentially interested parties, including various regional and state agencies; and neighborhood organizations. A scoping meeting was held on November 22, 2010. The scoping meeting provided the public and affected governmental agencies with an opportunity to present their environmental concerns regarding the Proposed Project.

In July 2011, in accordance with applicable NEPA requirements, the MOHCD determined that the Proposed Project would have potentially significant and unavoidable operational and cumulative traffic impacts and, thus, an EIS would be required. On May 2, 2012, HUD issued a notice of intent (NOI) to prepare a Draft Environmental Impact Statement (see Appendix 1) to inform agencies and

the general public that a joint EIR/EIS was being prepared and invited comments on the scope and content of the document. The NOI provided contact information for City staff responsible for the NOI, and stated that a public scoping meeting would be held no less than 15 days following publication of the NOI. The scoping meeting held on May 17, 2012 provided the public and affected governmental agencies with an opportunity to present their environmental concerns regarding the Proposed Project.

Concerns that arose during the CEQA and NEPA scoping process are summarized in Section 1.5.2 of this chapter and can be found in Appendix 1. The comments made during the NOP and NOI scoping periods that pertain to potential environmental impacts and analysis are addressed in this Draft EIR/EIS.

As stated in the NOP and NOI, the Proposed Project could result in potentially significant environmental effects. As required by CEQA and NEPA, this Draft EIR/EIS will examine those effects, identify potential mitigation measures, and analyze whether proposed mitigation measures would reduce the environmental effects to a less-than-significant level. This Draft EIR/EIS will also present an analysis of alternatives to the Proposed Project that may reduce or eliminate one or more of the potential impacts of the Proposed Project. This Draft EIR/EIS will analyze the environmental issues listed below. For each impact area, this Draft EIR/EIS will identify whether the subject area is analyzed for CEQA or NEPA purposes or both and if both, any differences in significance criteria applied under CEQA and NEPA.

- Land Use and Land Use Planning
- Visual Quality/Aesthetics
- Socioeconomics and Community
- Environmental Justice
- Cultural and Paleontological Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral and Energy Resources
- Agricultural and Forest Resources

1.5.2 Changes to CEQA – Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 added Section 21099 to the Public Resources Code (PRC) and eliminated the analysis of aesthetics and parking impacts for certain urban infill projects under CEQA. The Proposed Project meets the definition of a mixed-use residential project on an

infill site within a transit priority area as specified by Section 21099. Accordingly, this document does not provide CEQA conclusions regarding aesthetics and parking, which can no longer be considered in determining the significance of the Proposed Project's physical environmental effects under CEQA. Implementation of SB 743 was subsequent to the publication of the NOP, which had indicated that the EIR would include a discussion of aesthetics- and parking-related impacts of the Proposed Project. However, since the Proposed Project is subject to NEPA, comments submitted on the NOI relating to aesthetics and parking impacts are addressed in Sections 5.3, *Visual Quality/Aesthetics* and 5.7, *Transportation and Circulation*, and NEPA conclusions are provided.

1.5.3 Areas of Known Controversy and Issues to be Resolved

This Draft EIR/EIS assesses the Proposed Project's contribution to land use changes at the Potrero Terrace and Annex housing developments. It also evaluates the public's concerns raised during the scoping period. Issues raised during the scoping period included the following:

- Preservation of mature trees.
- Reduction or changes in open space.
- Location of affordable housing in relation to market rate housing.
- Preservation of the vistas for all neighborhood residents and overall aesthetics of the new development.
- Soil stability after gradation or development of the site.
- Increased noise from more people and traffic.
- Increased vehicular traffic.
- Safety.
- Vehicle parking.
- Displacement of residents during construction phase.

The Draft EIR/EIS addresses these concerns by analyzing the potential impacts and proposing mitigation measures, where needed, to minimize and avoid potential impacts to aesthetics, biological resources, geology and soils, population and housing, recreation, noise, transportation and safety. Refer to Appendix 1 for NOP and NOI comments.

1.6 AGENCY ROLES AND RESPONSIBILITIES

1.6.1 Lead Agency

This Draft EIR/EIS has been prepared by the San Francisco Planning Department for the City and County of San Francisco, the Lead Agency for the Proposed Project, in conformance with the

provisions of the CEQA Guidelines as amended.[10] The lead agency is the public agency that has the principal responsibility for carrying out or approving a project and for ensuring that the requirements of CEQA have been met.

Under NEPA, the agency with primary responsibility for complying with NEPA on a proposed action is designated as the lead agency. Generally, the lead agency under NEPA is a federal agency. Section 104 (g) of Title I of the Housing and Community Development Act (42 USC 5304[g]) allows recipients of HUD assistance to assume NEPA responsibilities in projects involving CDBG funds. State and local governments assuming this role are defined as "responsible entities" (24 CFR Section 58.2[a][7]). HUD's guidance for responsible entities is contained in 24 CFR Part 58.

MOHCD is the lead agency for the Proposed Project and responsible for compliance with NEPA (24 CFR 58.2). As a the NEPA lead agency, MOHCD assumes the responsibility for environmental review, decision making, and action that would otherwise apply to HUD under NEPA.

1.6.2 Trustee, Responsible, and Cooperating Agencies

Under CEQA, a trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the state of California.

Under CEQA, a responsible agency is an agency, other than the lead agency, that has legal responsibility for carrying out or approving a project or elements of a project (California PRC, Section 21069).

Under NEPA, a cooperating agency is any federal agency, other than the responsible agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in an action requiring an EIS.

Responsible and cooperating agencies or entities are encouraged to actively participate in the CEQA and NEPA processes of the lead agencies, review the CEQA and NEPA documents of the lead agencies, and use the documents when making decisions on the project.

Several agencies other than the City would, or may have, jurisdiction over the implementation of the elements of the Proposed Project, as identified below.

Federal Agencies

U.S. Department of Housing and Urban Development. Proposed development is eligible for federal funding from HUD. HUD approvals are required prior to the release of funds.

[10] CEQA, *California Environmental Quality Act*, Statutes and Guidelines, Guidelines as amended January 1, 2012, published by the Governor's Office of Planning Research.

State Trustee and Responsible Agencies

California State Historic Preservation Officer. Consultation with the California State Historic Preservation Officer (SHPO) is required pursuant to Section 106 of the National Historic Preservation Act for potential impacts to cultural resources (archaeological and historical). The City has an existing Programmatic Agreement (PA) with SHPO and the Advisory Council on Historic Preservation which governs the consultation process for Part 58 projects. Accordingly, a site specific PA will be negotiated with SHPO for mitigation of potential impacts.

Regional and Local Responsible Agencies

Bay Area Air Quality Management District. The Bay Area Air Quality Management District would approve the Asbestos Dust Mitigation Plan and Dust Control Plan.

San Francisco Regional Water Quality Control Board. A National Pollutant Discharge Elimination System construction stormwater permit (Notice of Intent to Proceed under General Construction Permit) would be required for land disturbance of more than one acre.

1.7 REGULATORY REQUIREMENTS, PERMITS, AUTHORIZATIONS, AND APPROVALS

The following list identifies permits and other approval actions and authorizations expected to be needed from federal, state, regional, and local agencies for which this EIR/EIS may be used during these agencies' decision making processes.

1.7.1 Federal Actions/Permits

- Approval of a Demolition and Disposition Agreement with the Housing Authority and HUD;
- Development and Approval of a Phasing and Relocation Plan; and
- Authority to Use Grant Funds HUD 7015.16.

1.7.2 Regional and Local Actions/Permits

- Planning Commission:
  - > Certification of the Final EIR/EIS and adoption of CEQA Findings and adoption of a Mitigation Monitoring and Reporting Program;
  - > Approval of the Potrero HOPE SF Development Controls and Design Guidelines (DCDG);
  - > Approval of "Major Modifications" to the Potrero HOPE SF Design Standards and Guidelines on a project-by-project basis if requested for subsequent phases of

development, an application and approval process established in the Special Use District (SUD);

> Recommendation to the Board of Supervisors for approval of height and bulk map amendments;

> Recommendation to the Board of Supervisors of a SUD that will establish development controls largely through referencing the DCDG, and new procedures for reviewing and approving both buildings and community improvements (e.g., infrastructure); and

> Recommendation to the Board of Supervisors for an amendment to the *Planning Code* to allow a rezoning of a portion of the Project site from P to a RM-2 District.

- Planning Director:
  > Final approval of "Community Improvements" (or "Development Phase") application for infrastructure and other community improvements after coordinating input from other Agencies, an application and approval process established in the SUD;
  > Approval of "Design Review" application, for the construction of each individual building to assure compliance with DCDG, the *Planning Code*, and General Plan, an application and approval process established in the SUD (Director may initiate public hearing to seek input from the public and Planning Commission); and
  > Approval of "Minor Modifications" to the Potrero HOPE SF Design Standards and Guidelines on a project-by-project basis if requested for subsequent phases of development.
- Board of Supervisors:
  > Approval of a SUD with recommendation from the Planning Commission;
  > Approval of zoning map amendments for a portion of the site from P to an RM-2 District and to map the SUD with recommendation from the Planning Commission;
  > Affirm certification of EIR, if appealed;
  > Approval of height and bulk map amendments with recommendation from the Planning Commission; and
  > Approval of a Development Agreement with master developer after recommendation from Planning Commission.
- Housing Authority:
  > Approval of HUD's Disposition and Demolition Agreement;
  > Approval of a Master Development Agreement with master developer;
  > Approval of Disposition and Development Agreements with master developer for each phase of development; and
  > Approval of ground leases for developers of affordable rental housing sites.

- Department of Public Works (DPW):
  - > Subdivision Map and Condominium Map Approvals;
  - > Approval for changes, acceptance of, or vacations of public rights-of-way; and
  - > Permits for tree removal and replacement.
- Department of Building Inspection (DBI):
  - > Demolition Permits;
  - > Grading Permits; and
  - > Site (building) Permits, including foundation, construction and landscaping work.
- Municipal Transportation Authority (SFMTA):
  - > Relocation of bus stops; and
  - > Location of curb cuts, curbside loading zones and on-street parking spaces.

1.8 PUBLIC PARTICIPATION AND ADDITIONAL STEPS IN THE CALIFORNIA ENVIRONMENTAL QUALITY ACT/NATIONAL ENVIRONMENTAL POLICY ACT REVIEW PROCESS

1.8.1 Draft EIR/EIS

The Notice of Availability of the Draft EIR/EIS is being distributed to interested agencies and individuals for a 45-day review and comment period. This distribution ensures that interested parties have an opportunity to express their views regarding the effects of the Proposed Project and alternatives, and to ensure that information pertinent to permits and approvals is provided to decision makers.

1.8.2 Final EIR/EIS, Certification, Record of Decision, and Request for Release of Funds

Following public review of the Draft EIR/EIS, a Final EIR/EIS will be prepared. It will include responses to substantive comments on the Draft EIR/EIS and a discussion of any revisions made to the Draft EIR/EIS. In accordance with CEQA, the Final EIR/EIS will be available for public review for 15 days before the San Francisco Planning Commission considers the document for certification under CEQA. Upon CEQA certification of the EIR/EIS, the San Francisco Board of Supervisors, as well as specific city agencies, can consider the approvals listed in Section 1.7.1.

Along with the publication of the Draft EIS/EIR the director of the MOHCD as Certifying Official for Part 58 Projects will publish a Notice of Intent to Request a Release of Funds (NOIRROF). The NOIRROF, which normally has a comment period of seven days, will be held open for comment for 45 days to coincide with the timing requirements of the CEQ regulations. Upon the close of the 45

day but not before 90 days since the publication of the Draft EIR/EIS, MOHCD will publish a Record of Decision and submit the RROF to HUD. Upon submission of the RROF to HUD, the public will have the opportunity to object to HUD for a period of 15 days as set forth at 24 CFR 58.75.

The permissible bases for objections are:

- HUD (or the State), will consider objections claiming a responsible entity's noncompliance with this part based only on any of the following grounds:
  - The certification was not in fact executed by the responsible entity's Certifying Officer.
  - The responsible entity has failed to make one of the two findings pursuant to Sec. 58.40 or to make the written determination required by Secs. 58.35, 58.47 or 58.53 for the project, as applicable.
  - The responsible entity has omitted one or more of the steps set forth at subpart E of this part for the preparation, publication and completion of an EA.
  - The responsible entity has omitted one or more of the steps set forth at subparts F and G of this part for the conduct, preparation, publication and completion of an EIS.
  - The recipient or other participants in the development process have committed funds, incurred costs or undertaken activities not authorized by this part before release of funds and approval of the environmental certification by HUD (or the state).
  - Another Federal agency acting pursuant to 40 CFR part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality.

1.9 ORGANIZATION OF THIS ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

The joint Draft EIR/EIS is organized into the following chapters, as follows:.

Summary, presents an overview of the Proposed Project and alternatives and associated environmental impacts/consequences; a listing of environmental impacts/consequences and mitigation measures; and impact conclusions regarding growth inducement, irreversible environmental changes, and known areas of controversy and issues to be resolved.

Chapter 1, Project Purpose, Need, and Objectives, explains the CEQA and NEPA processes; lists the lead, cooperating, responsible, and trustee agencies that may have discretionary authority over the Proposed Project; specifies the underlying Project purpose, need, and objectives to which the lead agencies are responding in considering the Proposed Project and Project alternatives; outlines the organization of the document; and provides information on public participation.

Chapter 2, Project Alternatives and Project Description, presents the Proposed Project and the alternatives to the Proposed Project. This chapter contains the project description and describes the Proposed Project's characteristics and components, as well as supporting on- and off-site

infrastructure and roadway improvements. This chapter provides a description of each alternative in comparison with the Proposed Project, and describes alternatives considered but eliminated from further consideration.

Chapter 3, Plans and Policies, provides a summary of plans, policies, and regulations of the City and regional, state, and federal agencies that have policy and regulatory control over the Project area.

Chapters 4 and 5, Affected Environment and Environmental Consequences, respectively, include an introduction and 19 sections discussing particular areas of environmental effects. The introduction to these sections explains the approach to the environmental analysis, presents the assumptions used in the environmental analysis, and provides definitions of the types of environmental effects. Each of the remaining sections in Chapters 4 and 5 is devoted to a particular issue area and describes the baseline, or existing conditions, the regulatory context, followed by an analysis of impacts at an equal level of detail for all Project alternatives, including mitigation measures that would avoid or eliminate significant impacts or reduce them to a less-than-significant level, where feasible and available.

Chapter 6, Other CEQA/NEPA Considerations, describes growth-inducing effects, irreversible or irretrievable commitment of resources, and relationship between short-term uses of the environment and maintenance and enhancement of long-term productivity of the Proposed Project and alternatives under consideration.

Chapter 7, List of Preparers, lists individuals who were involved in preparing this Draft EIR/EIS.

Appendices contain the background information that supports the Draft EIR/EIS.

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CHAPTER 2 Project Alternatives (EIS) / Project Description (EIR)

2.1 INTRODUCTION

This chapter includes a detailed discussion of the Proposed Project and alternatives analyzed in this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The four alternatives evaluated in this Draft EIR/EIS are:

- Proposed Project
- Alternative 1 – Reduced Development Alternative
- Alternative 2 – Housing Replacement Alternative
- Alternative 3 – No Project Alternative

In developing the Proposed Project, the San Francisco Mayor's Office of Housing and Community Development (MOHCD), the San Francisco Housing Authority, and BRIDGE Housing Corporation (project applicant) consulted with current residents, neighbors, and neighborhood organizations to determine the appropriate mix of public housing, below market-rate, and market-rate housing. Development of the Proposed Project took into consideration the objectives and goals of the HOPE SF program and the San Francisco General Plan policies applicable to the Project site, including the Residence Element and the Showplace Square/Potrero Area Plan.

The redevelopment of Potrero Terrace and Annex is guided by the *Design Standards and Guidelines* (Design Guidelines) document. The Design Guidelines provides the history of Potrero Terrance and Annex and describes the community's goals for redevelopment and the urban design concept for the site, including connectivity, open space, building form, land use, and sustainability. The Development Controls and Design Guidelines section of the document outlines requirements and recommendations for site planning, street and open space design, building controls, and design and sustainability controls. The document will be used to enhance and complement the San Francisco *Planning Code* and current Planning Department policy throughout the design process.

The master planning process involved residents of the Potrero Terrace and Potrero Annex and surrounding neighbors through a series of informational meetings, workshops, and town hall meetings where residents and neighbors came together to explore how the site might be reconfigured and integrated into the larger Potrero Hill neighborhood. Among the topics for discussion and input were safety, opportunities and constraints, sustainability, building types, and community/open spaces. These workshops, in turn, established goals that guided the development of multiple design concepts and alternatives presented during an all-day open house. A preferred alternative and final proposed plan were presented at town hall meetings.

Overall, neighborhood input was sought in dozens of workshops, presentations, project tours, and environmental review scoping sessions between summer 2008 and summer 2010 when the environmental review process was initiated. Nearly 1,000 Potrero Terrace and Potrero Annex and other neighborhood residents participated in these meetings.

The Proposed Project is taking a comprehensive approach to improving the health, education and economic outcomes for children and their families living in public housing. A comprehensive household assessment was conducted to better understand the current conditions and needs of families and to set the stage for development of an effective program and service delivery strategy. The project applicant is working with the City to ensure that local resources across departments will be used to most effectively serve residents. Regarding employment, the project applicant will enter into a Workforce Memorandum of Understanding (MOU) with the City that will establish hiring and contracting goals and timetables for the Project.

In addition, a number of different development scenarios were considered to meet the Proposed Project objectives and the goals of the HOPE SF program. Based on this evaluation, it was determined that up to 1,700 residential units, 15,000 square feet (sf) of retail/flex space,[1] 35,000 sf of a Community Center (including a 7,500-sf day care, and a 3,500-sf preschool), and approximately 3.62 acres of public open space would best satisfy these criteria. The Proposed Project is further described in Section 2.3. Because the purpose and need are focused on the need to redevelop the Project site, no off-site alternatives were considered.

Alternative 1. The Reduced Development Alternative (referred to, interchangeably, as Alternative 1) would reduce the size of the proposed land uses and associated parking and loading spaces as compared to the Proposed Project in order to lessen the impacts of the Proposed Project. This alternative would construct up to 1,280 residential units, 15,000 sf of retail/flex space, 25,000 sf of community space, and approximately 3.62 acres of public open space. Alternative 1 is further described in Section 2.3.

Alternative 2. The Housing Replacement Alternative (referred to, interchangeably, as Alternative 2) was developed to minimize the short-term construction impacts by limiting redevelopment to replacing the existing 620 public housing units on the same building footprint as currently exists. Alternative 2 is further described in Section 2.3.

Alternative 3. Under the No Project Alternative (referred to, interchangeably, as Alternative 3), the Potrero Terrace and Potrero Annex sites would continue to consist of 620 public housing units, 14 of which consist of a Family Support Center and child care center. Under Alternative 3, the street network system would not be connected to the surrounding Potrero Hill neighborhood. This

[1] Areas defined as flex space would ideally be used for retail and commercial uses. However, if demand is low for retail and commercial uses, then flex space would also allow active live/work use.

alternative would not replace the existing housing units and would not provide new infrastructure and other site improvements. This alternative would not create a new, economically integrated neighborhood with new public housing units, affordable rental apartments, and market-rate for-sale and/or rental homes or provide the Community Center.

2.2 CEQA/NEPA REQUIREMENTS FOR PROJECT DESCRIPTION AND EVALUATION OF ALTERNATIVES

2.2.1 CEQA Requirements

Project Description

The guiding principles for the content of a project description in an EIR are provided by the State CEQA Guidelines (Title 14, Section 15124 of the California Code of Regulations [14 CCR Section 15124]). Section 15124 states that "[t]he description of the project shall contain the following information, but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact." The contents of a project description shall include:

- The precise location and boundaries of the proposed project, preferably on a detailed topographic map, along with the general location of the project on a regional map.
- A statement of the objectives sought by the proposed project, including the underlying purpose of the project, designed to assist the lead agency in the formulation of alternatives and preparation of findings or a statement of overriding considerations, if necessary.
- A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.
- A statement briefly describing the intended uses of the EIR, including (to the extent the information is known to the lead agency) a list of the agencies that are expected to use the EIR in their decision-making, a list of permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

Chapters 1 and 2 of this Draft EIR/EIS, and in the case of Chapter 2, specifically Section 2.3, *Alternatives Carried Forward for Evaluation in this EIR/EIS*, combined with the alternatives analysis required by both CEQA and NEPA, fulfill all of the requirements of CEQA for a project description.

Focus of the EIR Alternatives Analysis

CCR Title 14 Section 15126.6(a) of the CEQA Guidelines requires that an EIR:

- Describe a range of reasonable alternatives to a proposed project, or to the location of the project, that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project;
- Evaluate the comparative merits of the alternatives; and

- An EIR need not consider every conceivable alternative to a proposed project, but must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

The range of alternatives required to be evaluated in an EIR is governed by a "rule of reason" that requires the EIR to consider only those alternatives necessary to permit a reasoned choice (14 CCR 15126.6(f)). The EIR must examine in detail only those alternatives that the lead agency determines could feasibly attain most of the basic project objectives, taking into account factors that include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the proponent can reasonably acquire, control, or otherwise have access to any alternative sites (14 CCR Section 15126.6(f).) CEQA does not require the alternatives to be evaluated at the same level of detail as the proposed project.

The CEQA Guidelines recommend that an EIR briefly describe the rationale for selecting the alternatives to be discussed, identify any alternatives that were considered by the lead agency but eliminated as infeasible, and briefly explain the reasons underlying the lead agency's determination (14 CCR Section 15126.6(c).) An EIR must also evaluate a "no-project" alternative, which represents "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (14 CCR Section 15126.6(e)(2)).

Screening Criteria

Consistent with the requirements of CEQA, the City used the CEQA project objectives identified in Chapter 1, *Project Purpose, Need, and Objectives*, as criteria to screen the alternatives that should be considered in this Draft EIR/EIS and to determine whether the alternatives would avoid or substantially lessen any of the significant environmental impacts of the project.

2.2.2 NEPA Requirements

The *Project Alternatives and Project Description* chapter of an EIS is a critical piece to evaluating environmental impacts and identifying a "Proposed Action" under NEPA. NEPA requires a thorough evaluation of the impacts and merits of all project alternatives, so that the "Proposed Action" is identified at the conclusion of the environmental review, rather than at the outset. Specifically, the Council on Environmental Quality (CEQ) Regulations for implementing NEPA (Title 40 of the Code of Federal Regulations [CFR], Section 1502.14 – Section 1502.16 [40 CFR 1502.14-40 CFR 1502.16]) require that an EIS:

- Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated;
- Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits;

- Include reasonable alternatives not within the jurisdiction of the lead agency;
- Include the alternative of no action;
- Include an affected environment section, describing the existing conditions;
- Include an environmental consequences section that presents the environmental impacts of the alternatives;
- Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference; and
- Include appropriate mitigation measures not already included in the proposed action or alternatives.

This chapter of the Draft EIR/EIS describes the Proposed Project and alternatives. Chapters 4 and 5 (*Affected Environment* and *Environmental Consequences*, respectively) assess the existing condition of the Project site, analyze the comparative impact on the natural and human environment, and identify appropriate mitigation measures.

Unlike CEQA, which permits the evaluation of alternatives to occur in less detail than is provided for the proposed project, NEPA requires that alternatives be analyzed at a substantially similar level of detail as that devoted to the proposed project. All alternatives considered, including the preferred alternative, if any, must be evaluated compared to the "no-action alternative" future (without project). Therefore, consistent with NEPA regulations, this Draft EIR/EIS evaluates the Proposed Project and the alternatives at a similar level of detail.

2.3 ALTERNATIVES CARRIED FORWARD FOR EVALUATION IN THIS EIR/EIS

2.3.1 Proposed Project

The Proposed Project would demolish 620 public housing units and develop housing for a range of income levels for a total up to 1,700 new units on the Project site.[2] Construction of the development would occur in phases and, where possible, on-site relocation would take place to minimize disruption to existing residents. Relocation of existing residents is discussed further under *Project Phasing*, below.

The proposed density of the Project could be approved through a Height and Map Amendment to change the height and bulk designations for portions of the site that are proposed above 40 feet. In

[2] This Draft EIR/EIS states throughout that there are 620 residential units currently at the Project site. Of these 620 units, 14 are used for childcare and service space and 606 are used for residential purposes. The Project would replace 606 public housing units on a one-for-one basis. The remaining 14 units would effectively be replaced by providing childcare and service space in the proposed Community Center. Thus, all current uses would be replaced by the Project.

addition, the Proposed Project would require a Special Use District (SUD) to allow the transfer of densities across newly created lots and to allow more retail uses, and a rezoning of the former San Francisco Unified School District (SFUSD) site, also referred to as Block X, from P to a RM-2 District. The zoning amendment would require Board of Supervisors approval, with recommendation from the Planning Commission. Other entitlement paths are possible to enable the project. Given the length of the buildout period for the Proposed Project, *Design Standards and Guidelines* (*Design Guidelines*) has been prepared to provide further description and design controls for the Proposed Project and would become an exhibit to the SUD.

The Proposed Project would be built to Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) standards.

Figure 2-1, *Proposed Project Site Plan*, shows the proposed site plan.

Residential Uses

As shown in Table 2-1, the Proposed Project would increase the number of units on the site from 620 to approximately 1,700, an increase of approximately 1,080 residential units. The final number of units is dependent on the unit mix. Of the new units, 606 would serve as replacement public housing dwelling units, on a one-for-one basis, that would remain affordable housing, subsidized by the San Francisco Housing Authority but under management by and ownership of the project applicant or related entities. Of the additional approximately 1,080 units, 42 percent (approximately 450 units) would be affordable housing while 58 percent (approximately 630 units) would be market-rate housing. In total, approximately 63 percent of the Proposed Project would be affordable housing while the remaining 37 percent would be set aside as market-rate housing.

Every resident residing in a public housing dwelling unit and in good standing (lease compliant) at the start of their relocation phase and during their relocation phase would have the right to return to the Project site. Returning residents would be provided a preference for occupancy of replacement units and, if needed, affordable tax credit units, prior to other eligible households. This preference would be retained even if the resident has received permanent relocation benefits, and would remain until the newly constructed replacement units are fully leased.

All replacement public housing units will not be available until all phases of the Project are constructed. If the number of households electing to return to the Project site exceeds the number of public housing units available at that time, they would be offered an affordable housing tax credit unit which would have a unit-based rent subsidy. The replacement public housing units developed on the Project site would reflect the number of bedrooms per unit that are needed to adequately serve returning tenants, households that are currently on the waiting list, and that are needed based on other market data. In the instances in which residents of the public housing dwelling units need a different number of bedrooms than has been developed in the replacement housing, residents would be offered a tenant-based rental subsidy voucher to use in a neighborhood of their choice.

SOURCE: Van Meter Williams Pollack LLP., 2012.

POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

FIGURE 2-1: PROPOSED PROJECT SITE PLAN

The unit-based rent subsidies would include the rent subsidies under the Section 8 or 9 of the United States Housing Act of 1937, Section 202 of the Housing Act of 1959, and Section 811 of the National Affordable Housing Act of 1990 or such other rent or operating subsidies that would be provided by HUD.

Table 2-1 Proposed Project Summary Table

	Total
Affordable Senior Units	Up to 100
Affordable Family Units	Up to 970
Market-Rate Units	Up to 630
Total Housing Units	*Up to 1,700*
Off-Street Parking Spaces	1,055
On-Street Parking Spaces	600
Retail/Flex Space	Up to 15,000 sf
Community	Up to 35,000 sf
Public Open Space[a]	Approximately 3.62 acres
New Streets	Approximately 13.2 acres

SOURCE: BRIDGE Housing (2012).
a. Includes parks, plazas, stairs, and hillsides.

Figure 2-2, *Proposed Project Site Plan*, depicts the types of buildings and number of units that are proposed. Residential buildings would consist of townhomes, townhomes over flats, and stacked flats. Townhomes would range from two to three stories and would be attached to horizontally or vertically adjoining units with a common exterior wall. Townhomes would be two to four bedrooms. Flats are, by definition, single-story units. Flats would generally be stacked vertically with other flats or townhomes. Flats would be one to four bedrooms.

The Proposed Project would include buildings from three to six stories, and would range in height from 32 feet to 65 feet. The various residential building heights are shown in Figure 2-4, *Proposed Project Building Heights*.

Commercial Uses

Up to 15,000 sf of ground-floor, neighborhood-serving retail or flex space would be developed along 24th Street between Arkansas Street and Missouri Street and at the corner of 25th Street and Connecticut Street, as shown in Figure 2-2, *Proposed Project Land Use Plan*.

SOURCE: Van Meter Williams Pollack LLP., 2014.

POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

FIGURE 2-2: PROPOSED PROJECT LAND USE PLAN

Community Center, Open Space, and Landscaping

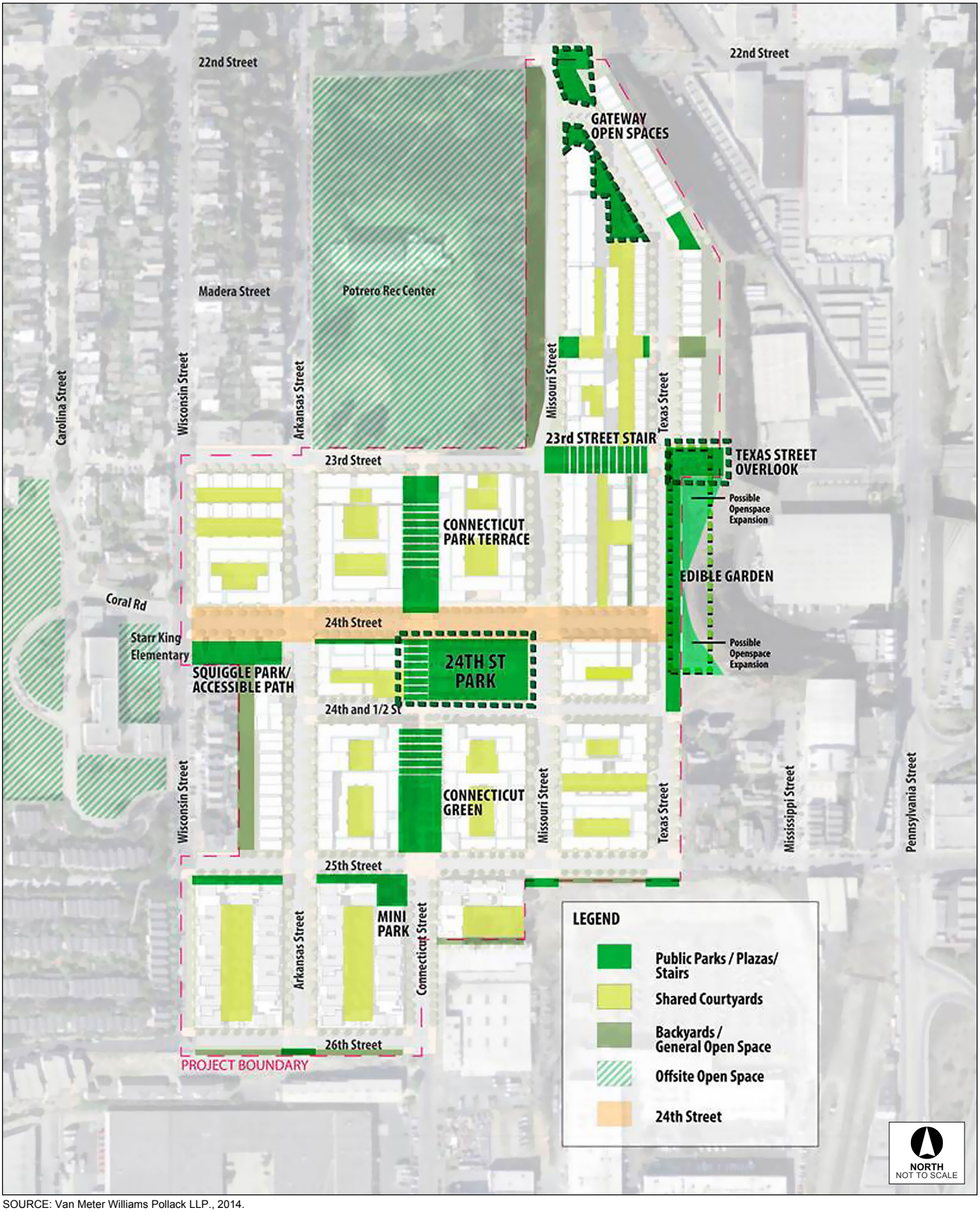
The Proposed Project would include the Community Center, public open space, and landscaping throughout the Project site. Private open space would be included within residential buildings as required under the *Planning Code*. The Community Center, including replacement daycare and preschool facilities, would be located on 24th Street between Arkansas Street and Missouri Street and would be up to 35,000 sf in size. The Community Center is illustrated in Figure 2-2, *Proposed Project Land Use Plan*. Figure 2-3, *Proposed Project Recreation and Open Space*, illustrates the open space areas. The Community Center, public open space areas, and landscaping are described in more detail below.

Community Center

Approximately 7,500 sf of the 35,000-sf Community Center on Block G would house a preschool and daycare. The preschool and daycare capacity would increase over existing conditions. Specifically, daycare slots would be increased from 15 to 45 and preschool slots would increase from 35 to 100. Other uses anticipated for the Community Center include a computer lab, community meeting room, family support center, and a senior center.

24th Street Park

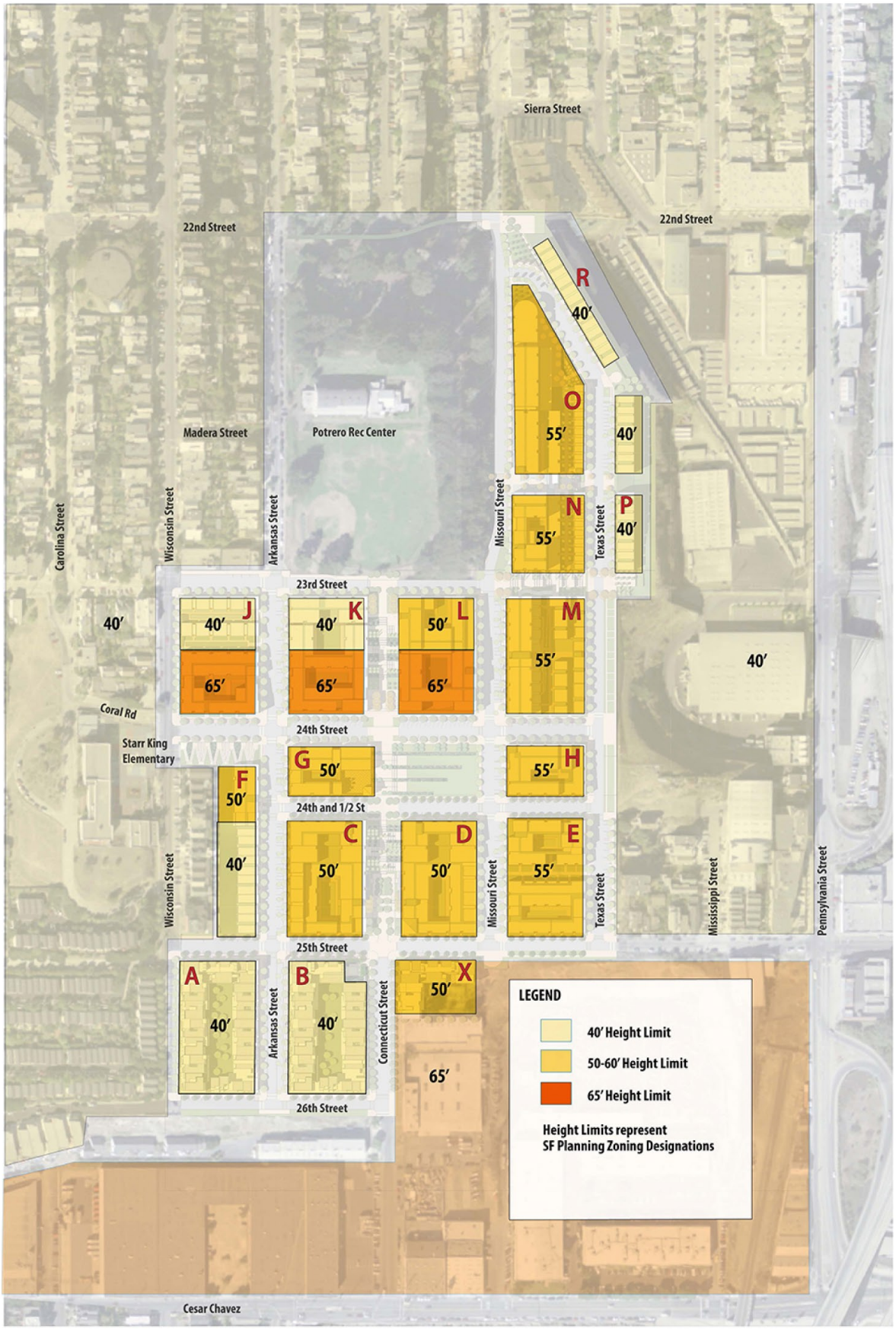
The 24th Street Park would be approximately 37,050 sf in size and located at the middle of the proposed 24th street retail/community corridor. The park is located immediately adjacent to the proposed Community Center. To the west, the public park would be connected to Starr King Open Space through the proposed "outdoor rooms" and Squiggle Park (described below). To the north, the park would connect to the Potrero Hill Recreation Center through the proposed Connecticut Park Terrace (also described below). To conform to the topography, the park would have a flat terrace along 24th Street and a sloping lawn along Missouri and 24 and ½ Streets. A series of landscaped stairs and flat lawn terraces with seating would be designed to accommodate the sloping topography and connect 24th and 24 and ½ Streets. The 24th Street Park would be designed as a flexible public open space with shared uses. The upper park level along 24th Street would accommodate accessible parking and provide a series of "outdoor rooms" that would orient users towards retail/commercial uses. These landscaped "rooms" would be shaded by tree branches and could be programmed for different uses such as art displays, a playground, and picnic areas.



SOURCE: Van Meter Williams Pollack LLP., 2014.

POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

FIGURE 2-3: Proposed Project Recreation and Open Space



SOURCE: Van Meter Williams Pollack LLP., 2012.

POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

FIGURE 2-4: PROPOSED PROJECT BUILDING HEIGHTS

Connecticut Park Terrace

The Connecticut Park Terrace would be approximately 23,670 sf in size and consist of a series of public open spaces, stairs, and parks that connect 25th Street to 23rd Street. Between 25th and 24 and ½ Streets, the park roughly follows the existing topography for the first 150 feet and then transforms into a stair and terrace to climb up to 24 and ½ Street. The Connecticut Park Terrace between 24th and 23rd Streets would contain two small plazas with seating and planting, providing opportunities for passive recreation. There would be a seasonal stormwater "fountain" integrated into the design of this park.

Squiggle Park

Squiggle Park would be an approximately 11,800 sf public recreational area located at the western end of the 24th Street retail corridor, between Wisconsin and Arkansas Streets. The area for the proposed park currently slopes more than the maximum allowable slope for accessibility and, therefore, a ramp would provide accessibility between Starr King Elementary School and the Community Center. The ramp would meander through the park.

25th and Connecticut Mini Park

The 25th and Connecticut Mini Park would be an approximately 4,000-sf recreational area accessible from the corner of Connecticut and 25th Street. The mini park would be designed for intensive use with low fences, sculptural play equipment for children, and landscaped seating areas.

Getaway Open Space

The proposed 16,400-sf Getaway Open Space is located in the northern tip of the Project site, along Missouri and Texas Streets. The public open space would involve small plazas that would provide connections to the Potrero Hill Recreation Center and a terraced garden.

23rd Street Stair

The 23rd Street Stair public open space would be approximately 12,760 sf. The park would provide a pedestrian connection between Missouri and Texas Streets and recreational opportunities for the adjacent neighborhood and community.

Texas Street Overlook/ Edible Garden

The 28,350-sf Texas Street Overlook/Edible Garden would transform the eastern edge of Texas Street from 23rd to 24 and ½ Streets into an urban farm and overlook. Public paths through the garden would be open to the public during daylight hours. There is potential for expanding the garden to the east, down the slope of the hill. The expansion area is located on property not owned by the San Francisco Housing Authority and would require cooperation and approval by adjacent landowners.

Landscaping

As discussed in Chapter 1, *Project Purpose, Need, and Objectives*, the Project site contains 249 significant trees and five significant trees occurring on an adjacent property overhang the Project site. All trees would be removed as part of the Project. Removal of the affected on- and off-site trees would require a permit from the Department of Public Works under the Urban Forestry Ordinance, and the permit would include conditions that would govern the replacement planting of trees as part of Proposed Project development. *Planning Code* Section 138.1 requires one street tree for every 20 feet of street frontage.

Landscaping on the Project site would consist of street trees, park trees, shrubs, native grasses, and lawn. Trees planted on the Project site would include a mix of evergreen and deciduous, chosen to provide variety and resiliency to disease, and aid in stormwater management. Shrubs and groundcovers would be chosen to provide an intermediate scale of detail and texture between trees and buildings at parks, streets, and residential areas.

Parking and Circulation

Parking

The Proposed Project would include approximately 1,055 off-street parking spaces, primarily within underground or structured parking garages. Parking would be accommodated in each building or by block and would not be provided in a separate, stand-alone structure. Of the proposed parking spaces, 45 would be handicap accessible. This reflects 0.85 spaces for each market-rate unit and a ratio of 0.5 spaces for each affordable unit excluding the senior housing, which would have a ratio of 0.2 spaces per unit. Approximately 15 of these spaces would be designated for retail use and the Community Center. In addition, the Proposed Project would provide nine car-share spaces, the location of which would be determined when building designs are developed. The Proposed Project would also provide approximately 600 unmetered on-street parking spaces. Many of the north-south streets would include 90-degree parking to take advantage of the street width to maximize available on-street parking. Parking on 24th Street adjacent to the retail and Community Center would be back-in diagonal to enhance bicycle and pedestrian safety.

Roadway Network

The Proposed Project would incorporate existing and reconfigured roadways on the Project site. Wisconsin Street, 23rd Street, 25th Street, and 26th Street would remain in their general current alignment. Texas Street and Missouri Street would be extended and aligned to connect at the northern border of the Project site. Arkansas Street would be extended from 23rd Street south to 26th Street. Connecticut Street would be realigned in a north-south configuration and would consist primarily of stairs. Two new streets are proposed for an east-west alignment: a 24th Street extension and 24 and ½ Street. The 24th Street extension would travel east-west from Wisconsin Street to Texas Street. The 24 and ½ Street, south of 24th Street, would extend from Arkansas Street to Texas Street.

Dakota Street, Turner Terrace, and Watchman Way would be eliminated Figure 2-2, *Proposed Project Land Use Plan*, shows the proposed roadway system, which includes the extension of 23rd Street onto the Project site.

The proposed roadway network and associated lighting would adhere to the standards outlined in the San Francisco Better Streets Plan. Streets would be developed to support all modes of circulation: walking, bicycling, automotive and anticipated parking needs. In compliance with the Better Streets Plan, the Project would utilize paving material with Solar Reflectance Index (SRI) of at least 29 for more than 50 percent of paving (can include courtyards).

Pedestrian Access

Sidewalks within the Project site would be built with a width of 5 to 14 feet and would be provided along all blocks of the Project site for pedestrian safety, walking comfort, and convenience. In addition, pedestrian bulb-outs and sidewalks with a width of at least six feet would be provided at intersections to improve the walking experience. The following new pedestrian connections would be provided to link new and existing neighborhood amenities:

- Connecticut Street would be transformed into a grand series of stairways between 25th Street and 23rd Street linking residents to the Potrero Hill Recreation Center.
- A new stairway, the 23rd Street Stairway, would be provided between Missouri Street and Texas Street. This stairway would be aligned with 23rd Street and would extend east of Texas Street and terminate at the Texas Street Overlook, an elevated platform or small plaza that is marked by a grove of trees.
- A new stairway along 22nd Street is proposed between Missouri Street and Texas Street. It is anticipated that this new facility would offer a pedestrian connection to the 22nd Street Caltrain Station, the 23rd Street T Third Street Station, and 22nd Street mixed-use district. Even though the project applicant is interested in providing this pedestrian route, it is located on private land, is not approved, and is preliminary in nature. Therefore, this improvement is not included in the Proposed Project. The project applicant would continue to work with the City and surrounding private property owners to encourage the construction of this pathway; however, it may or may not be provided.

Bicycle Network and Facilities

The Proposed Project would provide dedicated bicycle facilities in various locations throughout the Project site. The Proposed Project would provide bicycle parking spaces in accordance with *Planning Code* requirements. Bicycle parking would consist of secured spaces distributed within the residential buildings and the Community Center while the remaining spaces would be provided through on-street bicycle racks. In addition, street and landscape design, and roadway accommodations, including wider sidewalks, better internal connections, and more public pathways would promote multimodal use of the street network. These amenities would have a traffic calming effect and would offer a more inviting environment for bicycle riders to utilize lower speed roadways. The least steep streets on the Project site would provide key Class III bicycle connections

to existing City bicycle networks and have the ability to be signed and marked as Class II Bicycle Facilities in the future.[3,4]

Transit Network and Facilities

The San Francisco Municipal Railway (Muni) currently operates bus lines 10 Townsend, 19 Polk, and 48 Quintara-24th Street within the Project vicinity. Several new transit stops are proposed within the Project site on the reconfigured street system. The Proposed Project would relocate/consolidate existing bus stops and create new ones as follows:

- Bus stops serving the 19 Polk and located along northbound Connecticut Street (the corner of 25th and Wisconsin Streets), southbound Connecticut Street (north of 26th Street), and southbound Wisconsin Street (south of Coral Street) would be eliminated, since the 19 Polk would not travel through the Project site in the near future.
- Bus stop serving the outbound 10 Townsend and located along westbound 25th Street (east of Connecticut Street) would be relocated to southbound Arkansas Street (north of 24th Street).
- Bus stops serving the inbound 10 Townsend and located along northbound Dakota Street (between 25th and 23rd Streets, and south of 23rd Street) and westbound 23rd Street (east of Wisconsin Street) would be relocated and consolidated at northbound Wisconsin Street (south of 24th Street).
- Bus stop serving the 48 Quintara-24th Street and located along eastbound 25th Street (west of Dakota Street) would be relocated to eastbound 25th Street (west of Connecticut Street).
- Bus stops serving the 10 Polk and 48 Quintara-24th Street located at northbound Wisconsin Street (north of 26th Street and south of 25th Street) would be consolidated at northbound Wisconsin Street (south of 25th Street).
- New bus stops would be created along westbound 25th Street (east of Wisconsin Street), westbound 25th Street (west of Connecticut Street), and various locations along Missouri Street in both the directions, including north of 24th Street, corner of 23rd and Texas Streets, and north of Texas Street. These new bus stops are planned to serve the new 58 24th Street line and other Muni routes.

As summarized above, three existing bus stops would be eliminated, four would be relocated, two would be consolidated, and five new bus stops would be created. In total, 12 bus stops would be provided as part of the Proposed Project.

Infrastructure

The Proposed Project would upgrade and resize water, wastewater, drainage, gas and electric, and other utility infrastructure, within the site as necessary. All onsite utilities would be undergrounded as a part of the Proposed Project.

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[3] Class III Bike Facilities provide for shared use with pedestrian or motor vehicle traffic as designated by signage and sharrows (share arrows) marked on the lane.

[4] Bicycle Facilities would be upgraded to Class II with the inclusion of a striped lane for one-way bike traffic.

In accordance with the Stormwater Management Ordinance (SMO), the Project site would be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. The Project would implement a stormwater management approach to reduce existing peak stormwater runoff flow rate and total volume by 25 percent for a two-year 24-hour design storm. The Proposed Project would minimize disruption of natural hydrology by implementing LID approaches such as reduced impervious cover, reuse of stormwater, or increased infiltration.[5] The Project would also comply with the San Francisco Better Streets Plan, which includes stormwater treatment requirements and measures to manage on-site stormwater to reduce combined sewer overflows.

Specifically, the Proposed Project would incorporate stormwater management strategies to reduce stormwater discharge, including the following:

- **Block Strategies**—Each block would be evaluated to determine whether implementation of water re-use and retention strategies are applicable and each building would need to meet discharge targets to meet site goals.
- **Stormwater Irrigation Re-Use**—Opportunity for re-use of stormwater to irrigate along the 24th and Connecticut Streets.
- **Permeable Street Opportunity**—Small-scale cisterns.
- **Stormwater Cisterns**—Opportunity for retention and release.
- **Rain Gardens and Vegetated Swales Opportunities**—Opportunities for stormwater attenuation and small-scale detention.

The required stormwater controls would minimize impacts to urban hydrology, the combined sewer collection system, and water quality.

Project Phasing

Development is contemplated to occur in three non-overlapping phases, spanning from about 2015 to 2025 or longer, to minimize disruption to existing residents. Figure 2-5, *Proposed Project Construction Phasing*, shows the three currently contemplated phases of construction.

Phase 1 of construction would consist of the vicinity south of 25th Street in the existing Potrero Terrace portion of the Project site. Phase 2 would consist of the area between 23rd Street and 25th Street, or the remaining portions of the existing Potrero Terrace site. Phase 3 would include development of the entire existing Annex site. The exact timing of construction of each phase has not been determined. However, it is anticipated that Phase 1 would last approximately 26 months with streets closed for approximately eight months, and Phases 2 and 3 would each last approximately 48 months with streets closed for approximately 12 months during each phase.

[5] City and County of San Francisco, Planning Department, Memo to MEA CEQA Coordinators, regarding CEQA Language – Storm Water Management Ordinance and Stormwater Design Guidelines (November 29, 2010).

SOURCE: Atkins, 2013.

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FIGURE 2-5: PROPOSED PROJECT CONSTRUCTION PHASING

With the existing occupancy of the Project site at approximately 85 percent, there are residents currently living in each of the three Project phases who would have to be relocated while that phase is being developed.

During construction, current residents would be moved to available (vacant) residences on the project site as each phase is constructed, or, at their option, they would be given housing vouchers by the Housing Authority for relocation elsewhere during the construction period. The duration of temporary relocation would typically exceed 12-months but the exact duration is unknown. The new dwellings would be occupied as each phase is completed. Existing residents in good standing who had moved off-site during construction would be given the first opportunity to return.

Every resident residing in a public housing dwelling unit and in good standing (lease compliant) at the start of their relocation phase and during their relocation phase would have the right to return to the Project site. Returning residents would be provided a preference for occupancy prior to other eligible households. This preference will be retained even if the resident has received permanent relocation benefits.

Based on the construction scenario implemented and the original location of the existing resident, there are many variations of on-site relocation that could occur. Specifically, for the analysis it is assumed that while Phase 1 is being conducted, the on-site residents would be located in Phase 2 or Phase 3; when Phase 2 is being constructed, residents would be in Phase 1 or Phase 3; and when Phase 3 is constructed, residents would be in Phase 1 or Phase 2. This would result in 24 distinct variations of receptor locations throughout the construction timeframe, as discussed in detail in Section 5.9, *Air Quality*. It is anticipated, however, that on-site relocations would be staged such that the residents would have the least amount of moving necessary to remain on site and to accomplish the Project needs.

During construction, the following types of activities would be expected: abatement and demolition, site preparation and earthwork/grading, new infrastructure construction, and building construction. Some activities could occur simultaneously. Demolition and construction activities would be limited to weekdays and daytime hours (7:00 a.m. to 7:00 p.m.).

Grading

Grading would be required as a part of project construction. Development of the Proposed Project would include grading of approximately 248,160 cubic yards (CY) of earthwork over an anticipated three phases of construction. Phase 1 would disturb approximately 7.4 acres with 18,000 CY of excavated soil used as fill and the remaining 7,400 CY exported offsite. During Phase 2, 19.45 acres would be disturbed with 135,680 CY excavated and used as fill onsite. However, because a total of 213,490 CY would be necessary for fill, an additional 77,810 CY of fill would need to be imported. During Phase 3, 12.34 acres would be disturbed and 35,730 CY of soil would be used as fill with

51,350 CY exported offsite. Site earthwork and grading would typically be performed using standard construction equipment, such as excavators, loaders, tractors, graders, and water trucks.

2.3.2 Alternative 1 – Reduced Development Alternative

Alternative 1 would retain the same development footprint as the Proposed Project; however, the maximum building heights in this alternative would not exceed 40 feet. Thus, compared to the Proposed Project, fewer housing units would be developed if this alternative is implemented. Similar to the Proposed Project, the proposed density of Alternative 1 could be approved through a Height and Map Amendment to change the height and bulk designations for portions of the site. In addition, Alternative 1 would require a SUD to allow the transfer of densities across newly created lots and to allow more retail uses, and a rezoning of the former SFUSD site, also referred to as Block X, from P to a RM-2 District.

Residential Uses

Alternative 1 would develop approximately up to 1,280 residential units. As shown in Table 2-2, Alternative 1 would construct up to 80 affordable senior units, up to 796 affordable units (including replacement public housing units), and up to 404 market rate units. Figure 2-6, *Reduced Development Alternative Land Use Plan*, depicts the types of buildings and number of units that are proposed under this alternative.

Table 2-2 Alternative 1, Reduced Development Alternative, Summary Table

	Total
Affordable Senior Units	Up to 80
Affordable Family Units	Up to 796
Market-Rate Units	Up to 404
Total Housing Units	*Up to 1,280*
Off-Street Parking Spaces	773
On-Street Parking Spaces	600
Retail/Flex Space	Up to 15,000 sf
Community	Up to 25,000 sf
Public Open Space[a]	Approximately 3.62 acres
New Streets	13.2 acres

SOURCE: BRIDGE Housing (2012).
a. Includes parks, plazas, stairs and hillsides.

Like the Proposed Project, residential buildings would consist of townhomes, townhomes over flats, and stacked flats. Townhomes would range from two to three stories and would be attached to horizontally or vertically adjoining units with a common exterior wall. Townhomes would be two to

four bedrooms. Flats are, by definition, single-story units. Flats would generally be stacked vertically with other flats or townhomes. Flats would be one to four bedrooms.

Commercial Uses

Up to 15,000 sf of ground-floor, neighborhood-serving retail or flex space would be developed along 24th Street between Arkansas Street and Missouri Street. Retail spaces would be located across from the Community Center as shown in Figure 2-6, *Reduced Development Alternative Land Use Plan*.

Community Center and Open Space

Alternative 1 would include the Community Center and public open space throughout the Project site. The Community Center, including replacement daycare and preschool facilities, would be located on 24th Street between Arkansas Street and Missouri Street and would be up to 25,000 sf in size. Consistent with the Proposed Project, Alternative 1 would seek LEED-ND certification.

In addition to the Community Center, Alternative 1 would incorporate 3.62 acres of public open space, the same as the Proposed Project. Public open space would consist of the 24th Street Park; two open space areas running north of Connecticut Street, between 25th and 24 and ½ Streets and 24th and 23rd Streets; Squiggle Park; 25th and Connecticut Mini Park; Getaway Open Space; 23rd Street Stair; and the Texas Street Overlook/Edible Garden. Private open space would be included with residential buildings as required under the *Planning Code*. Figure 2-3, *Proposed Project Recreation and Open Space*, and Figure 2-6, *Reduced Development Alternative Land Use Plan*, show the locations of the proposed Community Center and open space under the Reduced Development Alternative.

Parking and Circulation

Alternative 1 would include approximately 773 off-street covered parking spaces, of which 10 spaces would be designated for retail uses, 5 spaces designated for the Community Center, and 30 off-street spaces for disabled and handicapped uses. In addition, seven car-share spaces would be provided within the Project site. Similar to the Proposed Project, this alternative would also provide approximately 600 on-street parking spaces. Most off-street parking would be in structured garages with a few units built over private garages.

The roadway network, pedestrian access, and transit network and facilities for Alternative 1 would be the same as under the Proposed Project as explained above. Similar to the Proposed Project, bicycle parking would be provided in accordance with the requirements of the *Planning Code.*

SOURCE: Van Meter Williams Pollack LLP., 2014.

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FIGURE 2-6: REDUCED DEVELOPMENT ALTERNATIVE LAND USE PLAN

Infrastructure

Similar to the Proposed Project, Alternative 1 would upgrade and resize water, wastewater, drainage, gas and electric, and other utility infrastructure, within the site as necessary. All design features would remain the same as the Proposed Project as described above.

Project Phasing

Construction of Alternative 1 would occur in three phases and on the same schedule as the Proposed Project to minimize disruption to existing residents. Where possible, the project would accommodate on-site relocation of existing residents. Qualified residents would be able to move into the new apartments as they become available.

Grading

Grading would be required as a part of project construction and would be similar to the Proposed Project as described above.

2.3.3 Alternative 2 – Housing Replacement Alternative

As part of Alternative 2, all existing housing units at the Project site would be demolished and rebuilt using the same building pattern that currently exists. The existing site plan and street pattern at the Project site would be retained. As such, this alternative would reconstruct 620 affordable housing units, a 35-space preschool center, a 15-space child day care center, and associated residential parking facilities. Secured bicycle parking would be provided at the ground floor of each reconstructed residential building at or near building entrances. Parking would remain the same with approximately 1,301 on-street parking spaces and 64 off-street parking spaces. Other amenities provided under the Proposed Project, such as additional parks, retail facilities, and the Community Center, would not be provided as part of this alternative.

Project Phasing

Similar to the Proposed Project, construction of Alternative 2 would occur in three phases. The duration of each phase would be less than the Proposed Project. For Alternative 2, phase 1 would be 20 months, phase 2 would last 34 months and phase 3 would last 35 months. Construction of Alternative 2 would take approximately 7.5 years to minimize disruption to existing residents. Where possible, Alternative 2 would accommodate on-site relocation of existing residents. Qualified residents would be able to move into the new apartments as they become available.

2.3.4 Alternative 3 – No Project Alternative

Alternative 3 would analyze the continuation of uses on the site; therefore, existing buildings and tenants would remain at the Project site and no new buildings or uses would be constructed.

Table 2-3 presents a comparison of the Proposed Project and Alternatives.

Table 2-3 Proposed Project and Alternatives Comparison Summary Table

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*
Affordable Senior Units	Up to 100	Up to 80	n/a	n/a
Affordable Family Units	Up to 970	Up to 796	n/a	n/a
Market-Rate Units	Up to 630	Up to 404	n/a	n/a
Affordable Housing units			620	620
Total Housing Units	*Up to 1,700*	*Up to 1,280*	*620*	*620*
Off-Street Parking Spaces	1,055	773	64	64
On-Street Parking Spaces	600	600	1,301	1,301
Retail/Flex Space	Up to 15,000 sf	Up to 15,000 sf	n/a	n/a
Community	Up to 35,000 sf	Up to 25,000 sf	n/a	n/a
Public Open Space	Approximately 3.62 acres	Approximately 3.62 acres	n/a	n/a
New Streets	Approximately 13.2 acres	Approximately 13.2 acres	n/a	n/a

Source: BRIDGE Housing, 2014.

2.4 ALTERNATIVES CONSIDERED, BUT ELIMINATED FROM FURTHER CONSIDERATION

An alternative involving the development of 80-foot tall buildings was considered by the project applicant. This alternative would be similar to the Proposed Project, but instead of having buildings up to 65 feet, it would include buildings up to 80 feet. This alternative was considered because it offered greater population concentration on the main street that would support the retail, contributing to its success. However, this alternative was eliminated from future consideration because of potential land use, aesthetic, and wind and shadow impacts that the other alternatives would not have.

Additionally, no feasible offsite alternative locations were identified within San Francisco where the Proposed Project could be constructed and meet the project applicant's objectives. There are very few, if any, 39-acre vacant sites in San Francisco that are properly zoned, owned by the City or project applicant, and could accommodate the program of replacing all public housing units as part of a mixed-income, mixed-use community.

CHAPTER 3 **Plans and Policies**

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15125(d), this section provides a summary of the plans, policies, and land use regulations of the City and County of San Francisco and regional agencies that have policy and regulatory control over the Proposed Project. A discussion of relevant plans, policies, and land use regulations in the context of NEPA is provided in Section 5.2, *Land Use and Land Use Planning*. For informational purposes, this section also describes citywide planning initiatives and programs that relate to the Proposed Project. All associated physical impacts of the Proposed Project are discussed in the corresponding topical section of Chapter 5, *Environmental Consequences*.

A conflict between a Proposed Project and a General Plan policy does not, in itself, indicate a significant effect on the environment within the context of the CEQA. Any conflicts between implementation of the Proposed Project and policies relating to physical environmental issues are discussed in the relevant environmental topic sections of Chapter 4, *Affected Environment*, of this Draft EIR/EIS. In general, potential conflicts with the General Plan are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the Planning Commission considers other potential inconsistencies with the General Plan, independently of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the Proposed Project that are analyzed in this Draft EIR/EIS.

3.1 SAN FRANCISCO PLANS AND POLICIES

This section addresses the consistency of the Proposed Project and alternatives with the City's plans and policies.

3.1.1 San Francisco General Plan

The San Francisco General Plan (General Plan), adopted by the Planning Commission and the Board of Supervisors, is both a strategic and long-term document, broad in scope and specific in nature. The General Plan is the embodiment of the City's collective vision for the future of San Francisco, and comprises ten elements, each of which deals with a particular topic, that apply citywide. The General Plan contains the following elements: Air Quality, Arts, Commerce and Industry, Community Facilities, Community Safety, Environmental Protection, Housing, Recreation and Open Space, Transportation, and Urban Design. The General Plan does not include a separate Land Use Element; rather, land use policies are dispersed throughout the other elements of the General Plan, as well as in its various area plans and indexed in the General Plan's Land Use Index. The General

Plan includes 15 area plans that identify specific localized goals and objectives for a neighborhood or district and guide the nature of future development within specific geographic areas of the City. Adoption of area plans has been accompanied by parallel revisions or additions to the San Francisco Planning Code (*Planning Code*) that serve as detailed implementation controls for such plans. The area plan that applies to the Proposed Project and alternatives is the Showplace Square/Potrero Area Plan. The compatibility of the Proposed Project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the Proposed Project.

The following discussion summarizes the Housing Element, Urban Design Element, Environmental Protection Element, Recreation and Open Space Element, Transportation Element, Air Quality Element, Community Safety Element, and the Showplace Square/Potrero Area Plan. The Arts Element, Commerce and Industry Element, and Community Facilities Element contain no objectives or policies relevant to the Proposed Project and alternatives.

Housing Element

The Housing Element provides objectives and policies that promote and direct the development of housing in appropriate locations in a manner that enhances existing neighborhood character, locates infill housing on appropriate sites in established residential neighborhoods, and increases the supply of housing.[1]

The 2009 Housing Element focuses on goals, objectives, and policies to foster the development of housing in San Francisco that meets a range of needs on affordability, housing type, and location. The Proposed Project and alternatives would be consistent with the applicable objectives and policies of the Housing Element because it would promote permanent affordable housing, improve the conditions of existing public housing, and consider the proximity of quality of life elements such as open space, child care, and neighborhood services.

Urban Design Element

The Urban Design Element of the General Plan is concerned with the physical character and environment of the City with respect to development and preservation. The Urban Design Element addresses issues related to city pattern, guidelines for major new development, and neighborhood environment.

The Proposed Project and Alternative 1 would result in a more dense development than under existing conditions. Roadways would be realigned and straightened, and existing open space areas and buildings would be redeveloped. The Proposed Project would result in a change in orientation and views, and new buildings would represent a departure from the existing architectural styles of

[1] City and County of San Francisco. 2011. *2009 Housing Element*. March. San Francisco, CA. Available: <http://www.sf-planning.org/ftp/General_Plan/I1_Housing.html>. Accessed: February 25, 2014.

the Project site and surrounding neighborhoods. The new buildings would be generally taller than those nearby. The Proposed Project and Alternative 1 would be consistent with the Urban Design Element because it would improve the site's connectivity to the surrounding community though the reconfiguration of the roadways on the Project site. Alternatives 2 and 3 would not improve community's connectivity to adjacent neighborhoods or improve pedestrian pathways and, thus, would not be consistent with this element of the General Plan. The project's physical environmental effects on aesthetics are discussed in Section 5.3, *Visual Quality/Aesthetics*.

Environmental Protection Element

The Environmental Protection Element is concerned with the impact of urbanization, including effects of the use of oil and gas resources and hazardous waste on the natural environment. The Environmental Protection Element addresses the City's land resources including open space; the impact of noise on affected areas; land use compatibility; and community noise levels.

The Proposed Project and alternatives would be consistent with the applicable objectives and policies of the Environmental Protection Element by increasing open space in the Project area and incorporating energy efficiency measures in the development. The Project's physical environmental effects related to open space, noise, and land use are analyzed in the following Sections, respectively: 4.12 and 5.12, *Recreation*; 4.8 and 5.8 *Noise*; and 4.2 and 5.2, *Land Use and Land Use Planning and 5.3, Visual Quality/Aesthetics*.

Recreation and Open Space Element

The Recreation and Open Space Element sets forth goals and objectives to improve utilizations, maintenance and design of open spaces in the city. The policies in the Recreation and Open Space Element promote the design of open space that includes both active and passive uses, supports urban agriculture, the preservation of sunlight in public open space and encourages private recreational facilities on private land that provide a community–benefit, particularly to low and moderate-income residents.

The Proposed Project and alternatives would be consistent with the applicable objectives and policies of the Recreation and Open Space Element because it would not result in the loss of existing open space. The Proposed Project and Alternative 1 would provide open space for the residential units and privately owned publicly accessible open space. The Project's physical environmental effects related to recreation and open space are analyzed in Section 4.12 and 5.12, *Recreation*.

Community Safety Element

The Community Safety Element of the General Plan addresses the need to reduce future loss of life, injuries, property loss, environmental damage, and social and economic disruption from natural or technological disasters.

The Proposed Project and alternatives would be consistent with the applicable objectives and policies of the Community Safety Element because they would promote green stormwater management and demolish aging structures and replace them with new structures that meet current structural and life safety standards. The Project's physical environmental effects related to hazards, geology and soils, and stormwater management are analyzed in the following Sections, respectively: 4.18 and 5.18, *Hazards and Hazardous Materials*; 4.16 and 5.16, *Geology and Soils*; and 4.17 and 5.17, *Hydrology and Water Quality*.

Transportation Element

The Transportation Element of the General Plan contains objectives and policies that relate to the nine aspects of the citywide transportation system: General, Regional Transportation, Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Movement. The Transportation Element goals, policies, and objectives provide detailed guidance on all forms of transportation in San Francisco, but emphasize plans and measures to reduce the number of private automobile trips and to bring about an overall reduction in automobile dependency through education, assistance, and incentives.

The Proposed Project and Alternative 1 would be consistent with the Transportation Element because it would improve access for bicycles on city streets and improve Project area connectivity to public transit. Alternatives 2 and 3 would not be consistent with the Transportation Element because they would not improve the existing transportation infrastructure on the Project site. Sections 4.7 and 5.7, *Transportation and Circulation*, include a discussion and analysis of the transportation components of the Proposed Project and alternatives.

Air Quality Element

The General Plan's Air Quality Element promotes the goal of clean air through objectives and policies aimed at adhering to air quality regulations and encouraging a land use pattern that focuses development near transit services and supports transportation programs that advocate alternatives to the private automobile. These transportation programs are part of air quality strategies in the Bay Area, where motor vehicles generate the majority of reactive organic gas, nitrogen oxide, and carbon monoxide emissions.

The Proposed Project and alternatives would be in compliance with the Air Quality Plan by adhering to state and federal air quality standards. The Proposed Project and Alternative 1 would be consistent with more of the Air Quality Element's policies and objectives through the encouragement of mixed land use development near transit lines, and incorporation of energy conservation measures in the development. Alternatives 2 and 3 do not propose mixed land use development or energy efficiency measures like the Proposed Project and Alternative 1; therefore, these alternatives would not be consistent with the Air Quality Element. Sections 4.9 and 5.9, *Air*

Quality, include a discussion and analysis of the air emissions associated with of the Proposed Project and alternatives and consistency with the Air Quality Element.

Eastern Neighborhoods Rezoning and Area Plan

The Mission, Central Waterfront, East South of Market, and Showplace Square/Potrero Hill neighborhoods include much of the City's industrially-zoned land. The goal of the Eastern Neighborhoods Program is to transition approximately half of the existing industrial areas in these neighborhoods to mixed use zones that encourage new housing. The remaining half of the industrial areas is reserved for Production, Distribution, and Repair zones, which prohibit residential development and limit office, retail, and institutional uses. The Project site is geographically located within the boundaries of the Eastern Neighborhoods, but the Project itself was not included in the Plan.

Showplace Square/Potrero Area Plan

The Showplace Square/Potrero Area Plan is an area plan of the General Plan and was adopted as part of the greater Eastern Neighborhoods Program, approved in January 2009. The plan area is bound by Bryant Street and Seventh Street to the north, I-280 to the east, Potrero Avenue to the west, and 25th Street, 26th Street, and Cesar Chavez Avenue to the south. This Showplace Square/Potrero Area Plan anticipated that the Project site could be rezoned at the conclusion of a community engagement process; therefore the rezoning included as part of the Proposed Project and Alternative 1 is consistent with the Area Plan. Sections 4.2 and 5.2, *Land Use and Land Use Planning*, include a discussion of the Project's consistency with applicable land use plans.

3.1.2 Sustainability Plan

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that "a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs." The Sustainability Plan for the City and County of San Francisco was a result of community collaboration with the intent of establishing sustainable development as a fundamental goal of municipal public policy.[2]

The 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;

[2] City and County of San Francisco, Department of the Environment.1997. *Sustainability Plan.* July. San Francisco, CA.

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). Additionally, the Sustainability Plan contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the 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 Sustainability Plan serves as a blueprint, with many of its individual proposals requiring further development and public comment.

The Proposed Project and alternatives would further the intent of the Sustainability Plan in many ways, including by encouraging housing near transit, promoting sustainable infrastructure, and including environmentally-friendly housing. No inconsistencies have been identified between the Proposed Project and alternatives and the Sustainability Plan.

3.1.3 The Climate Action Plan

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution 158-02, committing the City and County of San Francisco to a greenhouse gas (GHG) emissions reductions goal of 20 percent below 1990 levels by the year 2012. The Resolution also directs the San Francisco Department of the Environment, the San Francisco Public Utilities Commission, and other appropriate City agencies to complete and coordinate an analysis and planning of a local action plan targeting GHG emission reduction activities. In September 2004, the San Francisco Department of the Environment and the San Francisco Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*.[3] The Climate Action Plan examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors – transportation, energy efficiency, renewable energy, and solid waste management – to meet stated goals by 2012; and presents next steps required over the near term to implement the Plan. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions are now in progress. The GHG reduction goals were amended in 2008.

The Proposed Project and alternatives would generally be consistent with the Climate Action Plan. The Proposed Project and alternatives would support the Plan's goals related to the reduction of GHG emissions, including seeking LEED-ND rating. Sections 4.10 and 5.10, *Greenhouse Gas*

[3] San Francisco Department of the Environment and San Francisco Public Utilities Commission. 2004. *Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions*. September. San Francisco, CA. Available: http://www.sfenvironment.org/sites/default/files/fliers/files/climateactionplan.pdf>. Accessed: February 13, 2014.

Emissions, include a discussion and analysis of the GHG reduction components of the Proposed Project and alternatives and consistency with the Climate Action Plan.

3.1.4 Better Streets Plan

In December 2010, the City and County of San Francisco adopted the Better Streets Plan, with the aim of creating a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains public streets and rights-of-way. The Planning Department, San Francisco Metropolitan Transportation Agency, Department of Public Works, and San Francisco Public Utilities Commission are joint project applicants of the Plan on behalf of the City and County of San Francisco. The Better Streets Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The Plan reflects the understanding that streets are about much more than just transportation and that streets serve a multitude of social, recreational and ecological needs that must be considered when deciding on the most appropriate design. The Better Streets Plan carries out the intent of San Francisco's Better Streets Policy, adopted by the Board of Supervisors in 2006.

The Proposed Project and Alternative 1 have developed several objectives of the project applicant that would encourage a more positive pedestrian environment, including, but not limited to, establishing a physical connection between the Proposed Project site and the larger Potrero Hill neighborhood, building safe streets, and creating a more walkable neighborhood. Also, the Design Guidelines which direct the design of future development on the Project site specify that consistency with the Better Streets Plan would be required. Thus, the Proposed Project and Alternative 1 would be consistent with the Better Streets Plan. Alternatives 2 and 3 would not be consistent with the Better Streets Plan because these alternatives would not improve pedestrian accessibility to the larger Potrero Hill neighborhood. Sections 4.7 and 5.7, *Transportation and Circulation*, include a discussion and analysis of the transportation components of the Proposed Project and alternatives and consistency with the Better Streets Plan.

3.1.5 San Francisco Bicycle Plan

In August 2009, the Board of Supervisors approved the San Francisco Bicycle Plan (Bicycle Plan), an update of the 1997 Plan. The Bicycle Plan includes a citywide bicycle transportation plan and implementation of specific bicycle improvements identified within the Plan. The draft Bicycle Plan includes objectives and identifies policy changes that would enhance the City's bike-ability. It also describes the existing bicycle route network (a series of interconnected streets on which bicycling is encouraged), and identifies gaps within the citywide bicycle route network that require improvement. The Bicycle Plan includes a total of 56 short-term and long-term bicycle improvement projects. However, no bicycle routes or proposed improvements identified in the Bicycle Plan are in the Project site. The Bicycle Plan includes new bike routes on Kansas Street, Cesar Chavez Street, and Pennsylvania Avenue. The Proposed Project and alternatives would not conflict with the

Bicycle Plan. However, the Proposed Project and Alternative 1 would support the goal of the Bicycle Plan by improving bicycle connectivity to surrounding neighborhoods. Alternative 2 and 3 would not support the Bicycle Plan because it would not improve the Project site's bike-ability and connectivity to the surrounding neighborhoods. Sections 4.7 and 5.7, *Transportation and Circulation*, include a discussion and analysis of the transportation components of the Proposed Project and alternatives and consistency with the San Francisco Bicycle Plan.

3.1.6 Transit First Policy

The City of San Francisco's Transit First policy, adopted by the Board of Supervisors in 1973, was developed in response to the damaging impacts over previous decades of freeways on the City's urban character. The policy is aimed at restoring balance to a transportation system long dominated by the automobile, and improving overall mobility for residents and visitors whose reliance chiefly on the automobile would result in severe transportation deficiencies. It encourages multi-modalism, the use of transit and other alternatives to the single-occupant vehicle as modes of transportation, and gives priority to the maintenance and expansion of the local transit system and the improvement of regional transit coordination. The following ten principles constitute the City's Transit First policy:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce and improve public health and safety.
4. Transit policy improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve public safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

9. The ability of the City and County of San Francisco to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway. (Added November 1999.)

In the context of the Transit First policy, the Proposed Project and Alternative 1 would result in new development in an existing urban area. The Proposed Project would encourage multi-modal transportation use by providing improved pedestrian connections, updating the Project site's bicycle network and facilities, reconfiguring the existing roadway network, and installing new transit stops on the reconfigured street system. Thus, the Proposed Project and Alternative 1 would not conflict with this policy. However, Alternatives 2 and 3 would conflict with Transit First Policy because these alternatives would not encourage bicycling and improve accessibility to public transit. Sections 4.7 and 5.7, *Transportation and Circulation*, include a discussion and analysis of the transportation components of the Proposed Project and alternatives and consistency with the Transit First Policy.

3.1.7 San Francisco Planning Code

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed action conforms to the *Planning Code*, (2) allowable exceptions are granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the project.

The majority of the Project site is located within an RM-2 District, which is defined under Section 206.2 of the *Planning Code* as Residential, Mixed-Use – Moderate Density. Per Section 206.2 of the *Planning Code*, RM-2 Districts are generally similar to RM-1 Districts, which contain a mixture of dwelling types including those found in the RH (Residential, House) Districts and apartment buildings in a variety of structures and a range of unit sizes. RM-2 Districts tend to be greater in unit density, and the variety of building types and unit sizes are often more pronounced than RM-1 Districts. Where non-residential uses are allowed in the RM-2 District, they tend to offer services for wider areas than RM-1 Districts.

The Project site is within a 40-X Height and Bulk District, which sets building height limits at 40 feet. The "X" of the 40-X designation indicates no bulk restriction. Properties in the Project vicinity (several blocks to the east, west, and north of the Project site, with some exceptions) are also in the 40-X Height and Bulk District, with properties to the south in the 65-J Height and Bulk Districts. Figure 2-4, in Chapter 2, *Project Alternatives and Project Description*, shows the existing and proposed height limits in the Project vicinity.

Per *Planning Code* Section 209.1 dwelling units are permitted within RM-2 Districts at a density ratio not exceeding one dwelling unit for each 600 square feet of lot area. As such, the 33-acre Project site (not including streets) would be able to accommodate a maximum of 2,396 units.[4] As the Proposed Project would develop up to 1,700 dwelling units, Alternative 1 would develop up to 1,280 dwelling units, and Alternative 2 would develop 620 dwelling units on the site, the Proposed Project and alternatives would not exceed the maximum density limits established by *Planning Code* Section 209.1 for the entire site.

In addition to the Potrero Terrace and Potrero Annex properties, the Proposed Project would include the development of a small parcel owned by the San Francisco Unified School District (SFUSD) located on the southeast corner of 25th Street and Connecticut Street, designated as Block X by the project applicant. The SFUSD parcel is currently split zoned RM-2 and P (Public); the majority of the site is zoned P, with the most northwestern corner zoned RM-2. Per Section 234, the designation of "P District" applies to land owned by a governmental agency and is in some form of public use. Principal uses permitted in P Districts include structures and uses of governmental agencies. As explained further discussed in Chapter 2, *Project Alternative and Project Description*, a zoning amendment to change the zoning from a P District to RM-2 District is included as part of the Proposed Project.

Sections 4.3 and 5.3, *Visual Quality/Aesthetics*, describe the effect of proposed buildings that would be up to 65 feet high with the proposed height district change. Alternatives 2 and 3 would not require any land use amendments, while Alternative 1 would require the rezoning of the SFUSD site from P) to an RM-2 District.

San Francisco Planning Code Section 415

Section 415 of the *Planning Code* outlines the housing requirements for residential development projects. Due to the need for affordable housing within the City, the Inclusionary Housing Ordinance outlines requirements for developers must adhere to when building housing units within the City. The Project's on-site affordable housing percentage, including replacement of existing units as well as new affordable units, exceeds the 12 percent on-site inclusionary affordable housing requirements of sections 415–415.9 of the *Planning Code*. Accordingly, as agreed to in the Development Agreement between the project applicant and the City, the San Francisco Mayor's Office of Housing and Community Development has the right and authority to determine that one or more of the requirements of sections 415-415.9 of the *Planning Code*, including the payment of the affordable housing fee, are not applicable to the market rate units associated with the Project.

[4] 1 acre = 43,560 square feet (sf). 43,560 sf x 33 acres = 1,437,480 sf/600 sf (1 dwelling unit per 600 sf) = 2,396 dwelling units. The Project site is 33 acres excluding roadways. Total acreage including roadways is 39 acres.

San Francisco Planning Code Section 423—Eastern Neighborhoods Impact Fee

The Eastern Neighborhoods Plan identifies the need for new housing affordable to low, moderate, and middle income families and individuals and for "complete neighborhoods" to provide amenities for these new residents. In order to meet this goal, all new development within the Eastern Neighborhoods is required to pay an Eastern Neighborhood Impact Fee. Section 423 of the *Planning Code* sets forth the requirements and procedures for the Eastern Neighborhoods Impact Fee. As a part of the Proposed Project the project applicant would be required to pay a fee or provide in-kind facilities calculated by the Planning Department and determined at the time of Project design. Credits for on-site public improvements may also be applied by the Planning Department via in-kind agreements with the project sponsor.

3.1.8 San Francisco Green Building Ordinance (SFGBO)

In 2008, the City adopted Chapter 13C (Green Building Requirements) into the San Francisco Building Code. The requirements promote the health, safety, and welfare of San Francisco residents, workers, and visitors by minimizing the use and waste of energy, water and other resources in the construction and operation of the buildings within the city and by providing a healthy indoor environment. The requirements are based on LEED[5] or GreenPoints[6] rating systems. Upon full implementation of the SFGBO in 2012, residential development will be required to achieve the following minimum standards:

1. Small residential (four or fewer units) – 75 GreenPoints
2. Mid-sized residential (five or more units less than 75 feet in height) – 75 GreenPoints
3. High-rise large residential – 75 GreenPoints or LEED Silver

The ordinance requires compliance with the applicable LEED performance standards or GreenPoint Rated checklists (which applies mostly to residential buildings) for New Construction, Version 2.2, LEED criteria Sustainable Sites (SS) 6.1 for stormwater management, as well as the best management practices (BMPs). Additionally, for high-rise residential buildings (1304C.1.3), new group B (Business) and M (Mercantile) occupancy buildings (1304C.2), and new large commercial buildings (1304C.2.2), water efficient landscaping (LEED credit WE1.1) and water conservation are required (LEED credit WE3.2).

The stormwater management program seeks to reduce impervious cover, promote infiltration, and capture and treat 90 percent of the runoff from an average annual rainfall event (for semi-arid

[5] U.S. Green Building Council.2011. LEED Rating Systems information. Available: <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=222>. Accessed: April 18, 2011.

[6] Build It Green. 2011. GreenPoint ratings information. Available: <http://www.builditgreen.org/greenpoint-rated/>. Accessed: April 18, 2011.

watersheds; in San Francisco, treatment of 90 percent is interpreted as treating runoff produced by a rain event generating 0.75 inch) using acceptable BMPs. In addition, BMPs u sed to treat runoff must be capable of removing 80 percent of the average annual post development total suspended solid load contained in stormwater runoff. The BMPs are considered to meet these criteria if (1) they are designed in accordance with standards and specifications from a state or local program that has adopted these performance standards, or (2) there are filed performance monitoring data that demonstrate compliance with the criteria. LEED WE1.1 addresses water efficient landscaping. New construction that is required to comply with this credit must submit documentation verifying a minimum of 50 percent reduction in use of potable water for landscaping (compared to the mid-summer baseline case). LEED WE3.2 addresses water use reduction. Permit applicants must submit documentation demonstrating achievement of a minimum 20 percent reduction in the use of potable water. Effective January 1, 2011, the required reduction in use of water is 30 percent (compared to the water use baseline calculated for the building [not including irrigation] after meeting the USEPA Energy Policy Act of 1992 requirements).

The Proposed Project and alternatives would be consistent with the Green Building Ordinance. New construction would be designed, constructed, and operated in accordance with the City's green building requirements. Additionally, the Proposed Project and Alternative 1 intend to attain LEED-ND certification.

3.1.9 Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1(b) to the *Planning Code* to establish eight priority policies. These policies are (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) preservation of landmark and historic buildings; and (8) protection of open space.

Prior to issuing a permit for any project that requires an EIR under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the General Plan, Section 101.1 of the *Planning Code* requires that the City find that the proposed project or legislation would be consistent with the priority policies. In evaluating General Plan consistency of the Proposed Project and reviewing the building permit application for the Proposed Project, the Planning Commission and/or Planning Department will consider whether, on balance, the Proposed Project is consistent with the priority policies.

3.2 REGIONAL PLANS AND POLICIES

The five principal regional planning agencies and their policy plans that guide planning in the nine-county Bay Area are (1) the Association for Bay Area Governments' *A Land Use Policy Framework and Projections 2009* and *Building Momentum: Projections and Priorities 2009*, (2) the Bay Area Air Quality Management District's (BAAQMD) *Clean Air Plan and Bay Area 2005 Ozone Strategy*, (3) the Metropolitan Transportation Commission's *Regional Transportation Plan* (RTP) – Transportation 2030, (4) the San Francisco Regional Water Quality Control Board's (RWQCB) *San Francisco Basin Plan*, and (5) the San Francisco Bay Conservation and Development Commission's (BCDC) *San Francisco Bay Plan*. In August 2009, the Association of Bay Area Governments released *Building Momentum: Projections and Priorities 2009*, which provided insight into the region's economy and presented impacts on carbon dioxide emissions from cars and light trucks as well as other measures.[7] *Building Momentum: Projections and Priorities 2009* forecasts population, employment, income and households for the San Francisco Bay Area for 2000, 2005, 2010, 2015, 2020, 2025, 2030, and 2035 for the region, nine counties, and over 100 cities. Due to the size, location, and nature of the Proposed Project and alternatives, there would be no anticipated conflicts with regional plans. Where possible conflicts between the Proposed Project and alternatives and the existing plans and policies may occur, this Draft EIR/EIS examines the Proposed Project's potential physical effects.

[7] Association of Bay Area Governments. 2009. *Building Momentum: Projections and Priorities 2009*. August. San Francisco, CA. Available: https://store.abag.ca.gov/projections.asp#pro09>. Accessed: October 8, 2014.

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CHAPTER 4 Affected Environment

4.1 INTRODUCTION

This chapter of the Draft EIR/EIS describes the existing conditions at the Project site as they relate to each environmental topic evaluated in this document. This chapter also identifies applicable federal, state, and local plans, policies, and regulations that pertain to the environmental topics considered in the analysis.

4.1.1 Scope of the Analysis

This chapter and Chapter 5, *Environmental Consequences*, address the full range of environmental topics required by CEQA and those topical areas required under NEPA (per CEQ Regulations [40 CFR §1502.15]). This chapter describes the existing physical environmental conditions in the Project area with respect to each environmental topic at an appropriate level of detail that will allow the reader to understand the impact analysis presented in Chapter 5.

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