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1 COMMISSION PRESIDENT MIGUEL: Please.
2 Please. No comment.
3 (Uproar from audience.)
4 COMMISSION PRESIDENT MIGUEL: No comment.
5 (Uproar from audience.)
6 COMMISSION PRESIDENT MIGUEL: No comment. I
7 said no comment.
8 (Continued remarks from audience.)
9 COMMISSION PRESIDENT MIGUEL: I said no
10 comment.
11 (Continued remarks from audience.)
12 COMMISSION PRESIDENT MIGUEL: Has your name
13 been called?
14 AL SYMON: Yes.
15 COMMISSION PRESIDENT MIGUEL: All right.
16 AL SYMON: My name is Al Symon, and I'm from
17 Oakland, actually.
18 And you spell that A-l, S-y-m-o-n. Thank
19 you.
20 I've only got three minutes, so I'll try to
21 consolidate all of my thoughts in the time frame. I'm
22 kind of new in this whole process. And I just found
23 out about this giant EIR.
24 And I'm not an expert in anything, to tell
25 you the truth. I'm kind of a reader of things, so

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1 that is what I do. And, I have to say, I'm kind of
2 bewildered that we have so many interpretations of the
3 same document. But as I am longwinded and I write
4 long, this is not something to typical for me to
5 assimilate.
6 And I personally think you need to really
7 look at some of the finer details that are presented
8 in the appendices, which are almost just alluded to in
9 the actual EIR.
10 And this has to do with liquefaction, and
11 primarily sea level rise and aquifers. And I don't
12 think a lot of people understand what an aquifer is.
13 And I don't have that in front of me right now, but I
14 think it's on 72 of page 892, of the very last part of
15 that CD which was in the very back of the EIR.
16 And it states specifically there is seven
17 distinct aquifers in San Francisco, and all of them
18 connect to the Pacific Ocean and to the Bay, all of
19 them.
20 But without pictures included in the main
21 body of this document, how is anyone really supposed
22 to have a common sense idea of what all of these words

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23 translate into? And that is what's missing right now.
24 I think a lot of the EIR is very well put together,
25 but there is some critical missing components which

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= cont'd.

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1 really have been kind of glossed over.
2 And I can't go into too many specifics
3 without having a, basically, a cadre of people
4 attending, as well that are -- you know, one by one,
5 we have all come up here with the specific thing we
6 wanted to address. And I am having a little bit of
7 difficulty focusing on the one thing I wanted to talk
8 about, because these other people have brought up a
9 lot of good points.
10 The pressure is to do something now, and this
11 is a big deal. You know, I look at like San Francisco
12 is my birthplace. I'm from Oakland, but it's all one
13 region, you know.
14 So when I think about what everyone has
15 talked about, this big historical fifty-year cycle we
16 have been on. I mean FDR started the new deal.
17 Everyone was broke, and we did something. And
18 suddenly we had this war, and now we are right back
19 to square one.
20 And you guys have a big mess to clean up out
21 there. And I wish I had more time to talk to you, and
22 I hope I will. So if you could delay this meeting a
23 few more weeks --
24 (Federal Court chime is sounded.)
25 COMMISSION PRESIDENT MIGUEL: Thank you.

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1 AL SYMON: -- I'll be back. Thank you
2 COMMISSION PRESIDENT MIGUEL: Leon Muhammad.
3 Marisol Ortiz. Michael Boyd. Dr. Ahimsa Porter
4 Sunday -- Sunshine.
5 LONELL HOWARD: Hello to the Commission.
6 My name is Lonell Howard. And I'm a resident
7 of Alice Griffith, which is on one of the sites, which
8 is one of the sites that they are planning to do the
9 redevelopment plan.
10 And I'm here to say that the residents are
11 here to say that we are ready to go on with this
12 redevelopment project. We have been waiting long
13 enough.
14 I am hearing a lot of people up here talking
15 about, we should wait, and all of these delays. But

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16 they are not actually on the site, or in the project
17 housing where we're at. Like, they don't wake up with
18 the hot water off, and they got to boil hot water to
19 take a bath. Or you know like they -- they are not
20 there, like they are just voicing their opinion, like.
21 I challenge somebody to come stay in my house
22 and let me stay where they stay. Do we have any
23 takers?
24 (Audience Responds.)
25 LONELL HOWARD: Really? Give me your keys,

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cont'd.

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1 then. Give me your keys, then. I'm serious. Cause
2 I'll stay at your house. Because the hot water is
3 out, and --
4 COMMISSION PRESIDENT MIGUEL: Please address
5 the Commission and the court reporter.
6 LONELL HOWARD: I'm sorry, my apologies.
7 But I'm just saying, though, like we are
8 ready to get on with this. We been waiting for this
9 long enough, like. And I don't see what's the hold-
10 up? Like, we need to start the project tomorrow if
11 it's possible. I mean, you know, that's just all I
12 have to say, like.
13 COMMISSION PRESIDENT MIGUEL: Thank you.
14 Anyone whose name I have called?
15 MIKE BOYD: Hello, my name is Mike Boyd. I
16 have a handout, too.
17 COMMISSION PRESIDENT MIGUEL: Just lay it on
18 the counter there.
19 MIKE BOYD: (Passing document.)
20 COMMISSION PRESIDENT MIGUEL: Thank you
21 MIKE BOYD: Hello. My name is Mike Boyd, and
22 I'm the President of Californians for Renewable
23 Energy, CARE.
24 My organization is a nonprofit corporation.
25 We have an office at the Grace Tabernacle Church in

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1 Bayview Hunters Point.
2 First off, I would like to state for the
3 record that I object to the EIR as written. It's
4 fatally flawed. To summarize my statement, the
5 environmental review fails to consider the
6 requirements under the National Environmental Policy
7 Act, or NEPA. The policy should have included an
8 environmental impact statement at the same time that

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9 the EIR was prepared and failed to do so.
10 Because of this fatal flaw, I intend to sue
11 the City and County of San Francisco, and the
12 San Francisco Redevelopment Agency -- not in the State
13 Court but the Federal Court -- because you are
14 violating federal law by not analyzing the impacts on
15 federal facilities.
16 The proposal, as I see it, is fatally flawed
17 because it does not have what I call a clause for
18 sanity.
19 The proposal analyzed in the EIR conflicts
20 with 2000 Prop P, which requires clean up to
21 residential standards; this proposal would site
22 housing in the areas of the shipyard without the
23 required cleanup which requires removal action to
24 remove toxic soils, some below 10 feet, like the soil
25 they failed to remove from Parcel A, where radioactive

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cont'd.

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1 materials were disposed of in the sewers buried there
2 at around thirteen feet.
3 Since the proposed actions were approved by
4 voters in Prop P -- Prop G, excuse me, this Draft EIR
5 is pre committing to certain plan prior to conducting
6 an independent environmental review, EIR, or EIS,
7 which violates the public participation requirements
8 under the California Environmental Quality Act and
9 National Environmental Policy Act. The project
10 requires an EIS, because it involved the land that is
11 currently owned by the federal government.
12 Here is the relevant -- I provided here the
13 relevant parts of the EIS on the cleanup and
14 asbestos. The EIR fails to mention anything about
15 remedial actions providing the surrounding community
16 any notice so in exceeding of asbestos or other toxic
17 air contaminant action levels are exceeded, like they
18 do in Richmond, the refineries there.
19 Finally -- and the other thing I was going to
20 say is that the 49ers are doing it the right way in
21 Santa Clara; prepare the EIR before you put the
22 project on the ballot; not after, like the
23 San Francisco Redevelopment Agency did with Prop G..
24 So their so-called draft EIR on the
25 Candlestick Park Shipyard Redevelopment Plan, read the

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1 Mercury New article I provided. It concludes the

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2 49ers stadium is dead in San Francisco. Why then is
3 it still in the EIR?
4 (Time limit chime is sounded.)
5 Everyone knows that there is no Claus --
6 there is no Santa.
7 COMMISSION PRESIDENT MIGUEL: Thank you.
8 AHIMSA PORTER: Thank you for the privilege
9 of the podium. My name is Dr. Ahimsa Porter.
10 I grew up in the Sunnydale Potrero Hill
11 projects. I attended public schools.
12 From the year 2000 to 2005, I was an elected
13 member of the Restoration Advisory Board of the
14 Shipyard. In 2001, I founded its radiological
15 subcommittee.
16 From the years 1989 through 1999, I was a
17 Stanford fellowship trained board certified emergency
18 physician for San Francisco Giants at Candlestick Park
19 Stadium.
20 I want to oppose this EIR, because it fails
21 to appropriately analyze impacts that are potentially
22 life threatening. And I will refer you to two tables
23 that appear in the EIR. These identify access to
24 response times to the project area by the five
25 existing fire stations in southeast San Francisco.

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cont'd.

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1 And the EIR documents that there are no fire stations
2 in the project area.
3 Here you'll note that response times and
4 drive times to HPS Phase II are eight minutes to
5 twelve minutes. The San Francisco Fire Department
6 mandates that for a Code 3, life threatening,
7 emergency, an emergency vehicle must respond within
8 4.5 minutes.
9 The EIR also goes on to identify in Impacts
10 PS-3 and PS-4, that construction activities and
11 implementation of the project would not result in a
12 need for new or physically altered facilities in order
13 to maintain acceptable response time for fire
14 protection and emergency medical services.
15 In fact, it says, under Hazardous Materials,
16 the implementation of the project will not expense
17 people or structures to a significant risk of loss,
18 injury or death involving fires, or conflict with
19 emergency response or evacuation plans.
20 This is negligence. This is flagrant
21 negligence. This is a community that has been
22 documented to have delays in ambulance response
23 times. It's a community with a high incidence of
24 accidental and intention injury. The biggest burden
25 of cardiopulmonary disease is in San Francisco, and



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1 the highest rates of acute and chronic
2 hospitalization.
3 Additionally, there are 30 significant
4 mitigated impacts to transportation that could lead to
5 congestion, as well as pedestrian bicycle fatalities.
6 There is the fact that this area is located
7 in a one hundred-year flood hazard zone.
8 There are hazardous materials, impacts that
9 are improperly analyzed.
10 Indeed, I join with Michael Boyd in
11 identifying that I will challenge this EIR on the
12 basis of its negligent analysis of hazardous materials
13 at the shipyard, including methane gas and radio
14 nuclides in the soil.
15 Additionally, there are impacts related to
16 air quality that the EIR does appropriately identify
17 as being violations of the Air Quality Management
18 district thresholds.
19 (Time limit chime is sounded.)
20 AHIMSA PORTER: Thank you.
21 COMMISSION PRESIDENT MIGUEL: Thank you.
22 FRANCISCO DA COSTA: Commissioners, my name
23 is Francisco Da Costa. I am the Director of
24 Environmental Justice Advocacy. I also represent the
25 first people of this area, the Muwekma Ohlone.

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cont'd.
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1 We have a web site: www.muwekme.org.
2 The Muwekma Ohlone were here for 10,000
3 years. So we have been hearing some comments here by
4 some folks that think that they were here before the
5 Muwekma Ohlone.
6 The Muwekma Ohlone, this land belongs to
7 them, and have not been consulted. And that one fact
8 alone should allow us to go to court.
9 This EIR, some 4000 pages has not been read
10 by many of the speakers who come here. You are here
11 talking about an EIR; you are not talking about faulty
12 plumbing, nor about the jurisdiction of the PAC and
13 the CAC, that is not in the EIR.
14 Commissioners, I work for the National Park
15 Service. And I worked with a corps of engineers in
16 the cleanup of the Presidio. I understand the
17 Department of Interior's standards.
18 (Loud voices from the audience.)
19 FRANCISCO DA COSTA: Commissioners, may I

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20 continue?

21 So I was saying that this land belongs to the
22 first people, the Muwekma Ohlone. And at one time,
23 there were two fields at the shipyard, sacred
24 shellmounds of the first people.

25 And so you heard a gentleman earlier talk to

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1 you and point out to you that, historically, justice
2 has not been done in this EIR. I'm here to state to
3 you, categorically, that culturally justice has not
4 been done in this EIR.

5 Commissioners, the bottom line is this. The
6 shipyard needs to be cleaned up. Especially, Parcel D
7 and E-2.

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8 And in the EIR, the State requires any large
9 developments to have 20 percent conservation of energy
10 and water; this has not been addressed.

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11 As has been stated earlier, the
12 transportation document, and the transportation
13 element linked to this EIR, is faulty. So for these
14 reasons, I find that this EIR is not -- does not
15 adequately address quality of life issues.

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16 Thank you very much.

17 COMMISSION PRESIDENT MIGUEL: Thank you.

18 LOTTIE TITUS: Good evening, Commissioners.

19 My name is Lottie Titus, and I'm a resident
20 of the Bayview Hunters Point community.

21 At this time, it's been a long time coming,
22 it is time for the revitalization and redevelopment of
23 our community. We have waited patiently. And, you
24 know, we have had these meetings over and over again.

25 Now, I am all for the redevelopment, but I'm

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1 also for it being a clean effort. My children suffer
2 from asthma, bronchitis, you know. I suffer from
3 bronchitis. My grandchildren suffer from asthma.

4 We need new places with -- with new equipment
5 inside. We have waited very long for this.

6 So I can see that, as commissioners, you are
7 caught between a rock and a hard place. Some people
8 are saying you over here, and some people are saying
9 nay over here. But it's an effort, a joint effort
10 where you need to come together, clean it up, so that
11 it can be rebuilt.

12 Thank you.

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13 (Outbursts from audience.)
14 COMMISSION PRESIDENT MIGUEL: Dr. Ahimsa
15 Porter, Archbishop King. Joshue. Marisol Ortiz.
16 NYESE JOSHUA: Good evening, everyone. I
17 know you are all awake from that.
18 So anyway -- Oh, let me put this down.
19 Okay. My name is Nyese Joshua. And I live
20 in Bayview. And I have been in Bayview since 1978.
21 And my motivation for asking for the delay on this --
22 not delay really, but proper review -- of this project
23 is for legal processing, as well as healthy
24 processing, for actual, long range planning.
25 On Volume 2, page 34 it states: Some of the

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1 transportation improvements would require property
2 acquisition. What property would be required for
3 acquisition in this project -- or in this planning?
4 If you notice this map, all of this blue and
5 all of these lines, these are houses; private houses,
6 businesses, and so on; so if we are talking about the
7 possibility of blighting areas for potential future
8 eminent domain, that really needs to just be said
9 directly.
10 Volume 2, page 41: Palou Avenue,
11 Preferential Street, the 24 line will be extended
12 along Palou to serve Hunters Point Shipyard Transit
13 Center. And it talks about the 54, as well, running
14 off Palou; and the 54 does not run on Palou. Okay?
15 So another piece is the 24 line has the lines
16 that run above, all over in Fillmore, and all over in
17 there; so if you take 24 to the back of the shipyard,
18 how are you going to do that? (Inaudible.)
19 And when you are talking about cleaning
20 versus capping. Now, we know that the old water mains
21 just broke over here the other day on 10th and
22 Division and flodded that area. Now those broke
23 because they are 30 or 40 years old.
24 So now when you are talking about putting
25 water mains next to radiological chemicals, which

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1 Dr. Ahimsa pointed out earlier, in 30 years from now,
2 40 years from now, when those get old, now that water
3 underground is mixing with these chemicals and
4 bubbling up into people's homes. Now, they just
5 drained Treasure Island for too much chlorine, so

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6 imagine how poisonous those would be.
7 Just, you know, as an aside, some of this
8 needs to have, like Michael said, a federal
9 investigation into the ethics of many of the entities
10 in San Francisco.

11 And I think too, what you'll find is some of
12 us are not coming up here actually even talking about
13 what we are supposed to be talking about tonight,
14 because you do have to read the EIR plan. You really
15 do.

16 And a lot of people, you know, I have offered
17 to do a little reviews of it, so that people can
18 really understand how it's impacting.

19 Talking about the jobs, Bayshore has been
20 cleaned up like a football field for Lowes. Sunset
21 Scavenger has been cleaned up. There should already
22 be some jobs in Bayview with the current building, so
23 if the entities aren't getting jobs -- giving jobs
24 now -- (time limit chime is sounded) --
25 -- then what makes us think that rushing

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cont'd.

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1 this will make it any better?

2 COMMISSION PRESIDENT MIGUEL: Thank you.

3 NYESE JOSHUA: And -- oh, and the other day,
4 Tiffany said that we trying to rush this through to
5 beat the Santa Clara vote.

6 COMMISSION PRESIDENT MIGUEL: I'm sorry.
7 Your time is up.

8 NYESE JOSHUA: I just wanted to put that on
9 the record.

10 CHRISTINA SANDOVAL: Good afternoon. Our
11 names were actually called at 7:00, we have been
12 outside patiently waiting.

13 My name is Christina Sandoval, and I'm from
14 Bayview Hunters Point. I'm here to basically say that
15 I don't believe there should be a delay. I say no
16 delay. I feel that our kids should have a better
17 opportunity at jobs, and schools, and everything else
18 out there that some of these people that are here
19 voting against us don't have. No delay.

20 COMMISSION PRESIDENT MIGUEL: Thank you.

21 REVEREND ARTHUR TROTTER: Yes. Greetings,
22 Commissioners. My name is Reverend Arthur Trotter,
23 I'm chaplain for St. John Coltrane African Orthodox
24 Church.

25 I'm not here tonight to speak about the

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1 EIP or the environmental impact study in relationship
2 the ongoing proposed development. I think the journey
3 to a million miles starts with a step; but impatience
4 is egotism, and procrastination is a thief of time.
5 We are stuck between a rock and a hard
6 place. But I am implore you tonight to take into
7 consideration that fact that what we are doing now is
8 going to affect us from now on.
9 And anything in a hurry ain't worth having.
10 My mom used to say, you know, take your time, you
11 know. So that is all I really want to say. Nothing
12 in a hurry is worth having. Take your time. People's
13 health is more important than a few dollars and a few
14 jobs.
15 ARCHBISHOP FRANZO KING: Archbishop Franzo
16 King of the St. John Will-I-Am Coltrane African
17 Orthodox Church.
18 I'm grateful for the opportunity to speak.
19 You know, there is a thing that is disturbing
20 me that I think we need to probably get clear on. I
21 hear the word, "delay," being used. And we are not
22 talking about a delay. What we are talking about is
23 reasonable deliberation and time.
24 Someone said that this project has been
25 studied more than any in San Francisco. Well,

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cont'd.

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1 San Francisco only has one Superfund site, and I think
2 it does call for more time.
3 And it seems to me, as I watch the residents
4 of this community, which I'm a resident in the Bayview
5 community, and I see a division, it's as if an enemy
6 has come in and sowed a seed of division.
7 And it seems that the fight that I hear
8 coming from this podium is not really necessarily
9 always dealing with the inadequacy of this report.
10 And I think that it's a crime that the poor
11 are being preyed on -- because of long needs and
12 neglect and frustrations -- by those that would come
13 in and promise that there are going to be things that
14 are going to benefit them, when in fact, even as Satan
15 makes promises, they have no intention on keeping
16 them.
17 The other concern that I have is that there
18 has been ten years of meetings and negotiations.
19 Well, my ten years and more at Bayview Hunters Point
20 has brought my wife who is in her 60 years of age
21 asthma, and it has brought my own self into a lung
22 infection, which is suspected of being cancer.
23 So the idea that there is not some danger in
24 what's going on and what's taking place with this

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25 rogue developer called Lennar, who came in with

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cont'd.

1 premeditation and malice aforethought to poison an
2 innocent community is something that we all need to
3 look at.

4 And I also hear my dear brothers and sisters
5 speaking about the condition of their housing. Well,
6 the Chairman of the Board of Housing is here,
7 Dr. Brown. And I think you need to take your
8 complaints about the housing condition down to the
9 board of housing.

10 Because I feel everything that they are
11 saying; the good ones have been denied, and you got
12 people on their board that look like the people that
13 are complaining.

14 So we need to gang bang and gang rush down
15 there, buy everybody a chicken sandwich and \$2, and go
16 down there and ask Mr. Brown why the projects look
17 like they look.

18 GARY BANKS: Hi, there. My name is Gary
19 Banks, Pastor of Marketplace Fellowship Church,
20 Bayview Hunters Point Community. And I am also a PAC
21 member.

22 And I must say, I'm looking to see this
23 process and this project move forward. One, we have
24 worked extensively on the EIR. We have had continuous
25 meetings as pertains to transportation.

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1 But one of the things about this, this whole
2 piece, by moving this forward, most definitely is a
3 development process of housing for our community,
4 because there is such a great flight of African-
5 Americans in San Francisco.

6 I most definitely want to see progress,
7 workforce development, and also people and families
8 have an opportunity to move forward and continue to be
9 here in this city.

10 Thank you.

11 COMMISSION PRESIDENT MIGUEL: Thank you.

12 Have I called your name?

13 KEN TRAY: Good evening, Commissioners. I am
14 obviously not Linda Plack, Executive Vice-President of
15 United Educators of San Francisco. But she could not
16 make it tonight, and I'm here to speak for her.

17 My name is Ken Tray, and I'm on the Executive

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18 Board of United Educators of San Francisco. And we
19 represent the 6,000 teachers and school workers of
20 San Francisco, working day in and day out with
21 children from preschool up through 12th grade.
22 And I have taught in the district for 25
23 years. And I have had hundreds of students from
24 Bayview Hunters Point and hundreds of students from
25 all over San Francisco.

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cont'd.

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1 The teachers of San Francisco are very
2 anxious for this project to go forward.
3 (Disruption from audience.)
4 KEN TRAY: The kids we teach day in and day
5 out need decent housing in the Bayview.
6 We are also very, very excited about the
7 Community Benefit Agreement that will not only bring
8 housing to working and poor people of San Francisco,
9 it will also bring enough funds to create a badly
10 needed new school campus in the southeast part of our
11 city.
12 No one else has the funds right now to create
13 the new kind of educational learning communities that
14 the southeast part of the city in particularly so
15 desperately needs.
16 So we urge you to move on to the project, get
17 it, move it, get it done. It will be a great day
18 when, particularly, young teachers in this city could
19 actually afford housing to live in the city that they
20 teach in. And this project will help that.
21 Thank you.
22 COMMISSION PRESIDENT MIGUEL: Thank you.
23 VERONICA HUNNICUTT: Good evening,
24 Commissioners. My name is Dr. Veronica Hunnicutt, and
25 I'm both the Chair of the Hunters Point Shipyard

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1 Citizens Advisory Committee, and the Dean of the
2 Southeast College of City College of San Francisco.
3 Now, as a Chair of CAC, and actually as an
4 educator of long standing, I understand firsthand the
5 challenges that the Bayview Hunters Point community
6 currently faces, including unemployment, and
7 disparities in educational attainment and job skills,
8 and lack of access to adequate open space and
9 recreation facilities, poor access to public
10 transportation, affordable housing and economic

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11 opportunities.

12 This project is important, as you have heard
13 over and over tonight, because it proposes to invest
14 hundreds and millions of dollars in the Bayview
15 Hunters Point community.

16 The Community, the PAC, the CAC and the City
17 have been working together for nearly a decade to plan
18 the revitalization and redevelopment of the Hunters
19 Point Shipyard, and to ensure that the development
20 delivers the much needed affordable housing, parks and
21 much needed open space and economic opportunities to
22 the existing residents as soon as possible.

23 And I would like to put this on the record,
24 that contrary to what another speaker tonight said, we
25 want the Alice Griffith Housing Development built, as

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1 specified in this project; a unit-by-unit replacement,
2 which will take care of those people who are living in
3 the housing, in the Alice Griffith housing
4 development. And any movement away from that would
5 be, you know, something I would view as
6 inappropriate.

7 The City has hosted over 200 workshop
8 meetings, and discussed and presented a number of
9 these components, which are in the EIR, which are in
10 the project; both the PAC and the CAC.

11 And the CAC has seen -- the CAC has seen much
12 of this over the past two years, including the Urban
13 Design Plan, the Transportation Plan, the
14 Sustainability and Infrastructure Plan, the Workforce
15 Development Strategy and the Affordable Housing Plan.

16 And we have had extensive input on the
17 critical components of this program. So in my
18 personal opinion, as a community leader, as an
19 educator and someone who has been working on this
20 project for a long period of time, it's of the utmost
21 importance to move this project forward.

22 Let's be clear. The components of the
23 project that we care most about will be discussed in
24 the months to come.

25 And you need to also know that, as chair of

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1 the CAC, I have assembled a special working group to
2 review the draft environmental impact, although most
3 of us have read all of those pages of the EIR, but we

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4 want to provide some comments to the City by the close
5 of the public comment period.
6 So I strongly ask you to support this project
7 and would appreciate it if you would do so, in spite
8 of much of what you are hearing tonight, which is to
9 the contrary
10 (Time limit chime is sounded.)
11 VERONICA HUNNICUTT: Thank you.
12 COMMISSION PRESIDENT MIGUEL: Thank you.
13 VOICE IN AUDIENCE: It doesn't seem like
14 there is order to the speakers here. Would you call
15 the names?
16 ACE WASHINGTON: My name is Ace Washington,
17 better known as Ace on the Case.
18 I'm here speaking, historically, about what
19 you'all are going to do here. And before you'all was
20 down here, you'all was born in the time and had the
21 urban renewal back in 1948.
22 Most of us wasn't born. Something similar to
23 what we doing right here. Testifying then what was
24 the biggest project in San Francisco history on the
25 urban renewal. What's his name, Justin Herman,

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cont'd.

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1 talking about urban renewal? We called it negro
2 removal. It was very successful in Fillmore, very
3 successful.
4 But there are a few of us still here. And
5 the few of us that are still here from the Fillmore is
6 over in the Bayview trying to do what they did to us
7 in Western Addition. And it's shame shame on 'em.
8 They gonna be coming up here, and most of 'em
9 reverends. Okay. Let's talk about, because of this
10 issue about our community, there has been an unholy
11 war started off with reverends and different
12 religions. And you got politicians dealing with the
13 reverends now.
14 Back in my day, they used to have reverends
15 in the churches, and old time religions taking care of
16 our folks. But you got most of these reverends, out
17 here at these meetings, and they -- what are they
18 doin'? They doin' more than what us community
19 activists is doin'.
20 They got laws now trying to restrain us from
21 coming to speak. And you got these reverends coming
22 up here, and you'all are listening to them. They not
23 listening to them in the church, because you know why?
24 They not talkin' no religion in the church. They
25 talkin' about development, housing, and to go get

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1 their money, and keep on their suits and drive their
2 big cars.

3 So what I'm telling you'all this is history,
4 our generation. I'm a grandfather. And I'm gonna be
5 a great great grandfather. And I'll be damned if I'm
6 goin' to let these people that call themselves going
7 to take my kids, and do what they want to do in the
8 future.

9 No. You'all better listen to what these
10 people are saying. It don't take no time for you'all
11 to -- to not delay, but study it. Look at it. I'm a
12 historian. And I can tell you, what happened in the
13 Fillmore, the same thing, the same thing is happening
14 now, 2007, 60 some years.

15 And where I called it the Fillmore, it's the
16 fill-no-more. And if you talkin' about the shipyard,
17 you need to have them niggers barred, that is going to
18 tryin' to come take it from you.

19 Now, I'm just saying the population, when
20 they talk about -- listen, the report of African-
21 American out migration report is coming up. Yours
22 truly was there at every meeting, where some of these
23 ministers and some of these black leaders that
24 supposed to have a future for our -- for our
25 community, they can't get the report out, because they

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cont'd.

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1 fussin' and cussin' in these meetings.

2 And they -- they tryin' to find out how they
3 can get the most money, instead of looking out for
4 your future our community. And I'm bringing out that
5 report. And I'm gonna -- and you're gonna see some of
6 these leaders up here, call themselves leaders, they
7 tellin' you what's good for our community. They need
8 to go back to their churches, and have a revival, and
9 save our souls and leave us alone out here in this
10 community.

11 COMMISSIONER OLAGUE: Okay. Are we using the
12 cards? Are we using the cards? Please use the cards.

13 AUDIENCE: (Inaudible), and using the cards.

14 COMMISSION PRESIDENT MIGUEL: Have I called
15 your name?

16 MAN AT PODIUM: No, you haven't.

17 COMMISSION PRESIDENT MIGUEL: Then, please,
18 don't speak.

19 MAN AT PODIUM: You didn't ask his name
20 either.

21 COMMISSION PRESIDENT MIGUEL: Well, I have
22 asked people to be civil and not speak until I call

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23 their name. I can't check your I.D. every time. I
24 will call another section of names.
25 MAN AT PODIUM: Thank you for your time.

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1 (Whereupon, the man at the podium exits the
2 podium.)
3 COMMISSION PRESIDENT MIGUEL: I have been
4 requested to have a one-minute recess.
5 SECRETARY OF COMMISSION: Okay. The Planning
6 Commission is taking a minute recess.
7 (Recess taken.)
8 COMMISSION PRESIDENT MIGUEL: Have I called
9 your name?
10 LEON MUHAMMAD: Yes, you have
11 SECRETARY OF COMMISSION: Are we back in
12 session?
13 COMMISSION PRESIDENT MIGUEL: We are back in
14 session
15 SECRETARY OF COMMISSION: The Planning
16 Commission is back in session.
17 Just a reminder to everyone, turn off your
18 cell phones, any electronic devices that may sound off
19 in the proceeding.
20 Thank you.
21 LEON MUHAMMAD: Leon Muhammad, chair to the
22 Educational Community of Project Area, for PAC.
23 I just want to make clear that we had
24 clarity. Both the PAC and the CAC, voted unanimously
25 12 to 4, for an extension of 45 days, because we felt

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1 we did not have enough knowledge to make a decision on
2 the EIR, despite all of the meetings that we had.
3 So we felt that it was important for you, to
4 get intelligent decisions, to vet this document out,
5 and to even bring in scientists, outside of the
6 scientists that they are bringing to us, independent
7 scientists to come in to hold town hall meetings and
8 workshops, so that we as a community can make an
9 intelligent decision on the EIR.
10 Just today we spoke to a scientist, an
11 environmentalist from Cal Berkeley, named David
12 Seaborg. If you are not familiar with him, his
13 father, 1951 Nobel Prize winner, his father who
14 discovered plutonium, whose father was also a part of
15 the Manhattan Project, committed to us today, to

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16 Bayview Hunters Point, that he would bring a team
17 together, given enough time to vet this document out,
18 so that we as a community can make an intelligent
19 decision about what we are about to do about the
20 future of all San Franciscans here.

21 So I think it's very important that you,
22 Commissioners, the Planning Department, give our
23 community more ample enough time so that we make an
24 intelligent decision for ourselves, because we can no
25 longer have other people determine our reality; that

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cont'd.

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1 now we can now stand on our own, define for our own,
2 and determine our own reality.

3 So we are asking for an extension of this
4 Environmental Impact Report, based on the fact that we
5 have scientists, independent scientists, that will
6 come in, vet this document out, and inform us
7 thoroughly of what's in the document, the pros and the
8 cons, so that when we come up with a decision, we make
9 an intelligent decision that will benefit not just
10 for us and jobs and housing, but for our children, and
11 children's children. That is called sustainability.

12 Thank you.

13 COMMISSION PRESIDENT MIGUEL: Thank you.
14 Sam Lao, Pat Unacke. Leo Cassidy. Theresa
15 Coleman.

16 SECRETARY OF COMMISSION: Mr. President,
17 while the next speaker is coming up, I have just been
18 informed that they were having problems with the AV
19 downstairs, so a lot of people didn't hear their names
20 or understand them when you did call them, so you
21 might need to call some names again.

22 COMMISSION PRESIDENT MIGUEL: All right.

23 SAM LAO: Good evening. My name is Sam Lao.
24 I'm speaking on behalf of my Samoan people.

25 For the record, there are some Samoan

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1 authority figures who are misleading and giving us
2 kibbles and bits to trick them. But their hearts are
3 full of greed. They do not represent my Samoan
4 people.

5 I am against capping over the poisonous
6 toxins and chemicals. And so for the sake of my
7 Samoan people and for every precious God-created human
8 being, I'm standing up for cleanup.

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9 It is no use to my Samoan people, which will
10 end up not benefiting from this redevelopment anyway,
11 to get a job; break their backs to rebuild, yet end up
12 not living in this new development.
13 This is a total insult to my people. You
14 need to stop the ruse developer, Lennar, with all
15 these false promises, because this new redevelopment
16 is not about our people's best interest, but to fatten
17 their pockets.
18 Let me spell out Lennar just a little bit.
19 Number one, Lennar's EIR is inadequate, because Lennar
20 does not sufficiently outline a possible plan for
21 fully cleaning up the shipyard for it to be
22 unrestricted.
23 This was the will of 87 percent of the
24 voters, who passed Proposition P, and still is the
25 will of San Francisco voters.

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cont'd.

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1 The Hunters Point Shipyard in San Francisco
2 is the only Superfund site, and the Bayview Hunters
3 Point is one of the worst cancer cluster cities in
4 this county -- in this county, as a result of the
5 legacy of environmental racism.
6 The EIR does not consider the alternative of
7 fully cleaning up the shipyard for it to be
8 unrestricted.
9 Now, I come to you, because I'm born and
10 raised in Hunters Point. 1974, September 30th, my
11 mother brought me up to 222 West Point Road. To this
12 day, to this day, 35 years later, I still suffer nose
13 bleeds. I have rash on my body in result to the
14 things, the toxins that are in this shipyard.
15 My breathing is -- is -- is not right,
16 because of the toxins. So I'm asking you not to
17 delay, but to read this thing, and make sure that
18 everything is in the right -- is for the -- is for
19 the -- is for the benefit of the people.
20 I want jobs, too, but we don't want jobs. We
21 don't want to make all this wealth, in order later on
22 down the line, we gotta use this wealth to help out
23 our health. So think about it, Commissioners.
24 THERESA COLEMAN: Good evening. My name is
25 Theresa Coleman spelled, T-H-E-R-E-S-A,

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1 C-O-L-E-M-A-N.

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2 I'm a native of San Francisco, born in 1961,
3 3G Southridge Road, Hunters Point.

4 Excuse me. I'm also an ex-organizer. I
5 don't think my voice is going to last very long.

6 Here is an environmental report, dated 1996,
7 done by public housing residents and
8 environmentalist.

9 I brought it because, I'm hearing the
10 arguments between my people. And one of the things I
11 recognize is the lack of education; so I'm not going
12 to go for or nay against the project.

13 But what I will say, since at one point I was
14 one of those residents who was limited in my
15 education. I took upon the challenge to begin to
16 educate myself, through using the 1947 Housing Act,
17 which I will refer to as Public Housing.

18 And I learned by doing this work. I didn't
19 sit on the sidelines, create a contract and have
20 public meetings. I actually went, worked, organized
21 my tenants, and we all got taught together, in
22 partnership with the City, and Housing Authority, and
23 those.

24 And yes, we fought often, but we were able to
25 reach an agreement. Now where I'm having a problem

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1 with your EIR report, and what has been going on with
2 the Shipyard on the whole, Westbrook Hunters Point was
3 ready to go to construction.

4 And my politicians, my ministers, somehow
5 came up to me at 11:47 at night, and the City
6 Attorney, and wrote a stop work order, Ms. Coleman,
7 you cannot continue to work on the project. You have
8 to quit.

9 And we were ready to break ground. So you
10 stopped the housing development from being developed
11 by its people, by its residents, okay? You took away
12 the money that we had gotten, someone said that
13 there's been no money put in Bayview Hunters Point.

14 Well, this will be my fourth time being a
15 millionaire over the projects, Public Housing, and
16 Federal and State governments and private people
17 giving us money to do the work. What I'm saying is
18 that we're capable.

19 I appreciate everything that the wonderful
20 people in the City have done; but when I look at their
21 ages and their races, I don't see no Indians, and I
22 don't see no African-Americans, in this part right
23 here.

24 I ask you'all to step back and give us an
25 opportunity to work with you. I was called in an

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1 emergency to come out. I left you alone a long time
2 ago, when you took the Westbrook deal away from us.
3 Thank you.

4 COMMISSION PRESIDENT MIGUEL: Thank you.

5 PATRICK UNIACK: Good evening, supervisors.
6 My name is Patrick Uniack. My colleague, who was
7 supposed to speak, has left the room unfortunately.

8 But I'm here to support this project, because
9 of the proposed 300 acres of open space and playground
10 out of a 700-acre development. I think that is a very
11 good ratio.

12 I directly represent, my other organization
13 represents, thousands of kids in San Francisco and
14 indirectly represents thousands more through the Boys
15 and Girls Club of American, YMCA, CYO, and Rhythm and
16 Moves.

17 My biggest problem right now in San Francisco
18 is the shortage and lack of playing fields and sports
19 fields for your kids.

20 Two years ago, our own organization was at a
21 crossroads. We were on the verge of dying. So, in
22 collaboration with the City and County of
23 San Francisco and Treasure Island Development, we took
24 an enormous leap of faith, and reclaimed 15 acres of
25 dumping ground on Treasure Island and transformed it

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cont'd.

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1 into 15 acres of pristine, playing fields for our
2 kids.

3 Six months later, we developed or built a
4 8000-square foot playground for the benefit of the
5 kids on the Island, and indeed for the kids in
6 San Francisco that travel over to the island.

7 The benefits since then have been enormous.
8 This last July, we had massive tournament there, one
9 of the largest tournaments in this country, with 2000
10 kids, from all over North American, who participated
11 over five days on Treasure Island in a tournament.
12 That generated thousands and thousands of hotel rooms
13 downtown, and thereby generating a lot of revenue for
14 the city.

15 So, in conclusion, we support this project
16 because of the 200-acre ratio. We need more open
17 space for our kids. It is vital for the future
18 survival of our games and as a vital resource for our
19 kids.

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20 So thank you, very much.
21 COMMISSION PRESIDENT MIGUEL: Thank you.
22 ANGELO KING: Angelo King, PAC Chair.
23 Bayview Hunters Point PAC Chair.
24 So true enough, my community did support a
25 45-day extension; I want to speak to that. It was a

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1 motion made that was not agendized. So for me, I
2 personally didn't vote for the motion, but I respect
3 the fact that both the PAC and the CAC did vote on it,
4 both for a majority vote.
5 I want to speak to some of the work here that
6 has been done, really, since we don't have a lot of
7 time. First of all, to the environmental portion of
8 it. As I listen to some of this, the discussion, it
9 would seem that we haven't spoke anything about the
10 environment piece.
11 I don't think the EIR could ever adequately
12 cover the entirety of the shipyard, but that is not
13 specifically what the EIR is all about. The shipyard
14 has been studied for the last 30 years.
15 Frank Rollo, the head guy over there,
16 Treadwell Rollo, an environmental and geotechnical
17 consultant, came to us to talk to us about. And he
18 said, he stated, that he thought that the shipyard had
19 been adequately studied over the last 30 years, and
20 that the technologies that they had been looking at to
21 deal with liquefaction were sufficient -- the
22 technologies that have already been looked at and even
23 done in places like Japan, where they have a lot more
24 earthquakes than we do.
25 And this whole idea of God, and what would

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1 happen for the big one? Well, if we have a big, one,
2 God help us all. There is not a place in
3 San Francisco that would not be, um, unimpacted should
4 we have a big one. And we have places like Hayward
5 and other places that would be even more tremendously
6 impacted.
7 So it's not as if we have not had experts
8 that come and talk to us about those things. And for
9 that matter, it's not as if we -- you haven't approved
10 an EIR regarding the shipyard; keep in mind that you
11 approved the 2002 EIR with 1600 residential units.
12 The shipyard is not being cleaned by Lennar.

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13 It's being cleaned by the Navy, and there is a
14 separate process for that; and that is, it's being
15 cleaned to residential standards.
16 And the second thing I want to talk about is,
17 in our participation, we have had documents given to
18 us over the last two years. And we have had about 177
19 meetings. And we have had documents on
20 transportation. And we have of course the meeting on
21 liquefaction and geology. And economics, the economic
22 framework. And transportation, and a number of those
23 things.
24 So it's not like, you know, none of these
25 things is going to be perfect. I'm you know, I feel

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cont'd.

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1 like, in the last bit, I just feel like, in the end,
2 this is like the health debate. It does not matter
3 how long you delay it.
4 There are people who can't stand the project
5 and can't stand the developer, and so whether you wait
6 45 days or a year, these same people who never liked
7 the project would be back saying it's not right.
8 Thanks.
9 COMMISSION PRESIDENT MIGUEL: Thanks.
10 Okay. I have been asked to repeat some
11 names, because the sound system, evidently, downstairs
12 does not work or has not worked properly.
13 Jessie Tello. Daniel Landry. Jaron Browne.
14 Lenora Smoke.
15 AUDIENCE: (Inaudible.)
16 COMMISSION PRESIDENT MIGUEL: Okay. Well,
17 some may have spoken while I was out.
18 Mishwa Lee. Albert Symon. Leon Muhammad.
19 Marisol Ortiz.
20 AUDIENCE: They spoke already.
21 COMMISSION PRESIDENT MIGUEL: All right.
22 Marcia Dale-LeWinter. Mr. Andrews. Brother Suluman.
23 Lottie Titus.
24 MARCIA DALE-LeWINTER: Commissioners, good
25 evening. I didn't expect to be here quite so so late,

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1 but good evening.
2 My name is Marcia Dale-LeWinter. I have been
3 for nearly 14 years a member of the Hunters Point
4 Shipyard CAC. I'm the current Chair of the shipyard's
5 Planning and Development subcommittee.

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6 I had a long and professional career in
7 economic and urban development international planning,
8 and I'm happy to be here to support this process and
9 to support this project as it goes forward.
10 I believe that this project is both sensitive
11 to the economic social and environmental concerns of
12 the community, and that it is a sustainable project.
13 It is City policy to support the requirements
14 of the team to keep the 49ers in San Francisco and
15 those parts of the plan which respond to their needs
16 are a part of the policy that the City has embraced.
17 I would like to urge you to move this project
18 forward through the environmental impact process. I
19 was one of those in the CAC who voted for the
20 extension, but on second thoughts, I recommended and
21 would ask you to limit the extension to 15 days.
22 The CAC has been jammed up by having to do
23 due diligence on major documents each year at the
24 Christmas period now, for about five years.
25 And we spend a great deal of our time doing

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cont'd.

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1 adequate due diligence to make sure that, as things go
2 forward, they have been adequately reviewed and
3 commented upon.
4 And we are in the process, with
5 Dr. Hunnicutt, of doing that now and will continue and
6 would appreciate the minimum extension.
7 And I would also like to comment on the
8 gentleman who came from the historic society. The CAC
9 has in its plan for the shipyard, a cultural and
10 historical recognition program; we call it CHRP,
11 without the i.
12 It is going forward with art right now;
13 selecting artists, we have a selection of artists and
14 art to be installed in the first part of the shipyard
15 project. And this, this whole program, will be
16 continued throughout the joint project as the project
17 goes forward with funds that are dedicated to the
18 cultural and historic program.
19 I want you to know that, because we are very
20 proud of that, and we worked a very long time to make
21 sure that that was a part of the program.
22 Thank you.
23 COMMISSION PRESIDENT MIGUEL: Thank you.
24 Bernadette Sambrano. Starr Miles. Pastor
25 Alex. Oscar James

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1 STARR MILES: Good evening, Commissioner.
2 My name is Starr Miles. I'm a resident of
3 Hunters Point in the Bayview district. I am here,
4 because I am standing up for cleaning and not just
5 capping, covering up.
6 I want to say some stuff about Lennar. One,
7 Lennar's EIR is inadequate, because the EIR does not
8 consider the use of on-site biological remediation to
9 fully clean the shipyard.
10 I want to say to my people, to my Samoan
11 people, because I'm here to stand up for them, to be a
12 voice for them; that if you want jobs, then let Lennar
13 hire us to fully clean the shipyard, which would
14 create thousands of long term jobs for all of us.
15 Lennar don't want to pay us to only clean --
16 and I want to say this to my people that are here, and
17 let this be on the record -- Lennar does not want to
18 pay us, because Lennar would not have to fork out
19 millions out of his own pockets to only clean, which
20 means a clean environment for our families and money
21 in our pockets, and no money for Lennar.
22 Lennar wants to bypass doing the right thing,
23 so they can make the instant billions, I hope you are
24 listenin my people, trying to cover up the many fines
25 Lennar is being fined, due to hazardous, illegal

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1 practice as a rogue developer.
2 And let me say this to my people, too, and
3 also to the Commissioner. We don't really know who
4 Lennar is fooling. There will be a long-term impact
5 of toxins that will be left in the ground.
6 This is extremely serious, because seawater
7 rise and the rising water table could begin to
8 interact with a potential impact of these toxins.
9 Liquefaction also heightens the concerns
10 about what's being left in the ground. Today I hear a
11 lot of people say that, we are -- the people that is
12 wearing stickers is not living in the Bayview.
13 No. I live in the Bayview. No, we are not
14 here to say, delay the project. We are here to say,
15 please, Commissioners, review this over, take your
16 time, and do it right.
17 Have a great and a blessed night. Thank you.
18 BERNADETTE SAMBRANO: Hi, good evening. I'll
19 keep it short. My name is Bernadette Sambrano, and
20 I'm here for just three reasons.
21 One, I think, um, you need this -- it needs
22 to be extended. The time needs to be extended 45 more
23 days for input, and for many reasons. But the one
24 main reason, I think, is that Ohlone people need to

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25 have a time to comment on this, on the EIR.

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1 And also -- I see you shaking your head over
2 there, but Ohlone people -- there are Ohlone people
3 who are still alive in the community, and they need to
4 comment on it.

5 And also, I think that the whole area of
6 cleanup, and what I'm hearing and what I know, I think
7 that needs to be looked at also. Thank you.

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8 COMMISSION PRESIDENT MIGUEL: Thank you.

9 OSCAR JAMES: Good evening, Commissioner.

10 My name is Oscar James. I'm a native
11 resident of Bayview Hunters Point. I was born there
12 63 years ago.

13 My father was one of the first ones who
14 started working for the shipyard in cleaning up the
15 debris for the housing and what have you. And he also
16 became a rigger in Hunters Point Shipyard, even though
17 he had a master's degree in horticulture.

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18 He knew about toxics. He was one the ones
19 who put a lot of the toxics in the ground from the
20 Navy, and also in the shipyard, and also in the
21 Farallon Islands.

22 And I'm asking this committee to make sure
23 that Proposition P come into effect, that they do a
24 hundred percent clean, no caps.

25 I also remember when I was a little-bitty

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1 boy, over by Double Rock, the two rocks, over in
2 Double Rock but off of Carroll Street, there were --
3 that was a dumps when I was growing up.

4 We used to go over there with our little
5 stick horses, and what have you, and find toys and
6 what have you. There was a lot of toxins buried
7 there. I see nothing in the EIR talking about that
8 particular area up over there.

9 Yosemite Slough, I myself personally, oppose
10 having a bridge put there, because of the wild life
11 that has been there all of my life.

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12 And we need to leave that preserved. There
13 is fresh water that comes from Yosemite Slough, the
14 water that comes from Hetch Hetchy, or wherever it
15 comes from, that naturally flows into Yosemite
16 Slough.

17 We also have water, natural water, that

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18 comes -- clean water that goes into Hunters Point
19 Shipyard; I would like to have that preserved for the
20 City and County of San Francisco.
21 As most of you may have known, Alexander
22 Leostere, a pioneer in this community, used to bring
23 water from the shipyard and over in that area to the
24 city and county of San Francisco, when that was not a
25 part of San Francisco.

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1 So I think that you need to look at the
2 Environmental Impact Report, and make sure that it is
3 100 percent clean, follow the voters' wishes. And I
4 do support Lennar, but I would also like to have
5 Lennar sit down with Arc Ecology, and put some of
6 their plans into their program, as well.

7 Thank you, very much.
8 COMMISSION PRESIDENT MIGUEL: Thank you.
9 Alonzo Walker. William Jones. Lonell
10 Howard. Lance Molina.

11 ALONZO WALKER: Good afternoon. My name is
12 Alonzo Walker, and I'm a resident of Bayview Hunters
13 Point. I have been in Bayview Hunters Point all my
14 life. I was born in a neighborhood (inaudible), in
15 1948.

16 Not until recently did I find out that most
17 likely the disease that I had when I was younger was
18 involved with toxicity in the Bayview Hunters Point,
19 in the shipyard. I would like to read from you a case
20 study:

21 "San Francisco Bayview Hunters Point
22 community has been suffering the effects of extreme
23 environmental pollution and poverty for decades and
24 appalling lack of health care resources.

25 "The community has among the highest

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1 age-adjusted rates of breast, cervical, lung, and
2 prostate cancer for San Francisco neighborhoods.
3 "The environmental defense scoreboard shows
4 that area to have four times the state rate of
5 hospitalization for chronic illness, yet our community
6 remains the most under served in the city for health
7 care services, with 33 doctors for every 100,000
8 population; compared with the Marina district, which
9 has 228 doctors.

10 "Compounding this problem is the lack of

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11 sufficient health insurance among community
12 residents.

13 Some of the health problems in the Bayview
14 Hunters Point is a direct result of toxicity. And the
15 scientists who come into this Bayview Hunters Point
16 and the shipyard, they don't know their self, what's
17 out there.

18 They don't know the validity and the
19 compositions that has taken place over the course of
20 time out there. They do not know. So when they tell
21 you that they know what this is, they are lying. They
22 don't. They do not know.

23 I would prefer that, if possible, that
24 scientists of independent status come in and make
25 evaluation of the EIR and the rest of the documents

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1 that has to do with toxicity and diseases that is a
2 direct result for all of the toxicity and the dumping
3 that has taken place the community.

4 The residents of this community face greater
5 threats for their health and well-being than residents
6 of other neighborhoods, due to an extreme level of
7 environmental toxins.

8 The area has been used as a toxic waste-
9 dumping grounds for decades. With less than four
10 percent of the city's residents, this 9-square-mile
11 area has one-third of the city's hazardous waste
12 site.

13 So this is a very contaminated area. And,
14 instead of fast-tracking, and allowing someone to,
15 with economic persuasion, sway you away from the mos
16 ral judgment that should be made in respect of
17 evaluating the conditions and the situations in this
18 community with the toxins levels that's there --

19 (Time limit chime is sounded.)

20 COMMISSION PRESIDENT MIGUEL: Thank you.

21 ALONZO WALKER: -- well, prefer that you take
22 a more of a positive stand with your decision and not
23 a financial --

24 COMMISSION PRESIDENT MIGUEL: Thank you.

25 ALONZO WALKER: -- or a quick rush stand.

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1 COMMISSION PRESIDENT MIGUEL: All right.
2 Corrinda Gold. Willie Andrews. Lavell Shaw. Theresa
3 Sawder, (sic). Lottie Titus. Vendora Sione. Stormy

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4 Henry. Lashwanda Collins. Christina Sandoval. Ronae
5 Kent. Faia Salie. Cedrell Colman. Christine Neil.
6 Tera Grey. Sheila Taylor. Kenya Ellison. Derek
7 Green. Chris Jackson. Linda Plack. Matt Regan.
8 Veronica Hunnicutt. Al Norman.
9 AL NORMAN: (Steps forward.)
10 (Applause from audience.)
11 COMMISSION PRESIDENT MIGUEL: There you go,
12 Al.
13 AL NORMAN: Finally.
14 COMMISSION PRESIDENT MIGUEL: I knew your
15 card was in there.
16 AL NORMAN: Yeah, you finally found it. I
17 was down there somewhere.
18 COMMISSION PRESIDENT MIGUEL: Yes.
19 AL NORMAN: I want to thank you so much for
20 getting me up here.
21 Mr. Chairman, Commissioners, I'm just happy
22 to be here tonight to be able to speak before you on
23 this very important issue of this EIR.
24 But I don't want to cover the subjects. I
25 know we got people for and con for this particular

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1 situation.
2 By the way, Al Norman, President of Bayview
3 Merchants; resident for 63 years at Bayview Hunters
4 Point; homeowner; business owner; and just a guy of
5 all characters,
6 So I just want to come before you tonight and
7 say, you know, we should have been here in June to
8 present this. We shouldn't be doing this during the
9 holiday.
10 And the reason we doing this during the
11 holiday is because the redevelopment and the developer
12 allowed for alternative stuff to be added to this
13 EIR. If you look in your summary, you gonna see there
14 that my friend, Mr. Bloom right here, in Arc Ecology,
15 was the one that slowed this process down, the reason
16 we here tonight, both sides.
17 Yeah, he slowed it down by introducing an
18 alternative plan; that is why we here tonight. This
19 was the deal cut with Bill 794 in Sacramento, is that
20 we don't come down here and say nothing about that.
21 But I want to say something about it tonight,
22 because we here tonight, wasting your time when you
23 should be Christmas shopping or doing something else,
24 and all of the other people are here tonight, and he
25 is the main person wanting this delay and stuff, while

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1 he's the one that delayed the thing in the first
2 place.
3 So he has had plenty of delays, so he
4 shouldn't get any more delays. Don't delay this any
5 longer. They were courteous enough to let him go
6 ahead and add this alternative plan to the Lennar plan
7 to the EIR for you guys to study this versus that.
8 This is what I'm coming here to tell you'all
9 tonight. Let's let the truth be told for what it was.
10 It ain't no difference. We want you to study it, and
11 get it as clean as possible, as most of these people
12 want.
13 I'm not sure for the issue of wanting people
14 to be dying because of health reasons; but a lot of
15 stuff is a bunch of falsehoods that's goin' on here
16 just to delay the project because you don't like the
17 developer, you know.
18 But we want you to study it as much as you
19 can. But you don't need no more delays. Once they
20 finish their input and tell you what they want, you
21 gonna take as long as you need to study it.
22 And that's what we want you to do. And
23 that's what we here to tell you tonight. It's been
24 studied, and studied, and studied, and we still
25 studyin' it.

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1 And most of these people ain't gonna read no
2 further than the Summary. And in the Summary, one of
3 the biggest contributors to the EIR is Mr. Bloom in
4 Arc Ecology. Look at -- Just look at the Summary, and
5 see what it says in the summary about the people
6 contributing to this EIR, and then he's one of the
7 biggest proponents of the delay.
8 So how many times we suppose to go under the
9 surface. You know, don't take my word for it. I hope
10 you'll read it, because half these people here ain't
11 gonna read it; they don't read.
12 Thank you.
13 COMMISSION PRESIDENT MIGUEL: Thank you.
14 Arnold Townsend. Rene Costa. Gary Banks
15 Cedric Jackson.
16 ARNOLD TOWNSEND: Thank you, Mr. President
17 and Commissioners.
18 My name is Arnold Townsend, Reverend Arnold
19 Townsend. I'm the co-pastor of Ramo Word Church,
20 which is actually a church that is right next to
21 Bayview Hunters Point.
22 We are -- many of our members live in the

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23 Bayview Hunters Point area, and I certainly am in
24 favor of you moving this project forward without
25 delay; but yet with adequate study.

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cont'd.

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1 As the last speaker said, no one is
2 interested in a rush job, and I don't believe there is
3 anyone who has spoken up here that is in favor of
4 toxicity. But it's just that people have opinions,
5 and some people believe that the work that has been
6 done on this EIR is adequate, and it's time to move
7 this project forward.

8 One thing I do want to mention that I have
9 not heard mentioned is one of the things in the EIR
10 that struck me as very important is the whole issue of
11 the improvement to transportation.

12 One of the issues is that for all -- I live
13 Fillmore. And I got friends and family and all kind
14 of folk in Bayview, and I go there a lot. And I don't
15 always like to drive, though I have a car, though I do
16 drive. I don't drive a lot.

17 But I always drive to Bayview, because it's
18 all, historically, always been so damned hard to get
19 there on public transit. And it's always been treated
20 as though it's not even a part of San Francisco. But
21 believe it or not, even worse than getting there, is
22 getting around within Bayview, in public transit.
23 Trying to get from Point A to Point B, in that
24 community, unlike Fillmore, where I live or the
25 communities where you live, it is almost impossible

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1 without walking or driving a car, to get around in
2 that neighborhood.

3 And this plan and this program will improve
4 the transportation to Bayview and within Bayview
5 immensely; and that is one of the main reasons that we
6 ought to push this forward, and get it moving.

7 Thank you so much.

8 COMMISSION PRESIDENT MIGUEL: Thank you.

9 Angelo King. Manny Flores. Adrian Semi.

10 Rico Sanchez. Shawn Kinney. John Rocha. Tim Isley.
11 Jose Lopez.

12 JOHN ROCHA: Good evening, Commissioners. My
13 name is John Rocha. I'm a business agent for
14 Ironworkers Local 377 in San Francisco, and I
15 represent about between 1800 to 2000 members in our

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16 local.
17 And I want to speak about the various other
18 building trades. Also, we have a lot of members that
19 live in Hunters Point Bayview district, and over the
20 years, I know that that area has not been plentiful
21 for jobs, but we are asking that you go ahead and
22 approve the EIR, because it does mean jobs for our
23 people in that area, and affordable housing, and a
24 future for the kids that come up in that area.
25 I have heard all night the speakers that have

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cont'd.

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1 come up here from the board. And I think in all
2 consideration. And one thing that I will promise is
3 that, as an officer of the local, I will make sure
4 that any and all people from the Hunters Point and
5 Bayview district have first opportunity to work on
6 these jobs; and I will make sure of that.
7 And also, I did, in the past, when I first
8 came here to the Bay Area, I worked in the Hunters
9 Point shipyard on the missile catcher there; and that
10 was back in 1982; and I did live for a small amount of
11 time in the Hunters Point shipyard, so I know what
12 people are talking about when they talk about that
13 area.
14 Thank you for your time. And have a good
15 holiday.
16 COMMISSION PRESIDENT MIGUEL: Thank you.
17 SHAWN KINNEY: Good evening, Commissioners,
18 and President. I appreciate your time. It's
19 definitely a long one.
20 I would just like to say I have been a
21 carpenter for 22 years, and our economy and everything
22 that is going on out here, you know, we need work.
23 And this project would really help a lot of people.
24 COMMISSION PRESIDENT MIGUEL: And your name?
25 SHAWN KINNEY: My name is Shawn Kinney.

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1 COMMISSION PRESIDENT MIGUEL: Thank you,
2 Shawn.
3 SHAWN KINNEY: Thanks a lot. I appreciate
4 it.
5 MANNY FLORES: Good evening, Commissioners.
6 Manny Flores, Carpenters Local 22.
7 My son just called me, and he said, Make it
8 quick, Dad.

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9 Okay, Son, I will.
10 You know, I had a lot of discussions with
11 Lennar, and I'm gonna say one thing. They have done
12 their homework, they really have. So with that, we
13 need to get moving. We need your support. Let's get
14 this project going.
15 Thank you.
16 COMMISSION PRESIDENT MIGUEL: Anyone else
17 whose name I have called?
18 Tim Isley: Hi. My name is Tim Isley, a
19 third generation San Franciscan, a second generation
20 ironworker. Proud of my city.
21 I put a lot of rebar in this building right
22 here. I'm very proud of San Francisco. And one of
23 the places, that has been something that has been a
24 concern of mine all my life is the Hunters Point
25 area.

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1 As a -- as a youth, I would go over there
2 with friends on skate boards, and riding skate boards
3 around, looking for places to ride. And that, that
4 place, that area of San Francisco, was something that
5 I always kind of would feel bad about those people
6 living out there, when I would go through there.
7 And, over my life, I met a lot of people that
8 live out there. And they'd like to work. They'd like
9 to work in their community.
10 And as an ironworker, in our trade, there is
11 something like a 26 percent unemployment rate. And so
12 this project, it needs to get -- get moving forward.
13 They've been talking about this for years and
14 years. I can remember since I was a kid people
15 talking about what they were going to do out there.
16 And I would like to see something done. I
17 would like to get it started. I think this EIR is
18 pretty thorough. And I think we need this to move
19 forward. Thank you.
20 COMMISSION PRESIDENT MIGUEL: Thank you.
21 LUCIO SANCHEZ: Good evening, President and
22 Commissioners.
23 My name is Lucio Sanchez, and I'm a
24 carpenter. And I personally feel that this document
25 is adequate in addressing and analyzing the impacts to

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1 biological resources, transportation, recreation and

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2 landuse.
3 Although there are significant impacts
4 identified in the document, this project is still
5 important. And there is not any more time to delay
6 this project. You know, this project proposes to
7 invest hundreds and millions of dollars in the Bayview
8 Hunters Point community.
9 And one of the most critical components to
10 this, to the project's transportation plan is the
11 proposed bridge over the Yosemite Slough. This
12 project will create more than 10,000 permanent jobs
13 and thousands of ongoing construction jobs over the
14 life of the project.
15 And I just believe that this project cannot
16 have any more delays. As a carpenter, I have so many
17 brothers and sisters out there that they really need
18 to work.
19 So it's in your hands, about these jobs.
20 Thank you so much for your time.
21 COMMISSION PRESIDENT MIGUEL: Thank you.
22 LUCIO SANCHEZ: Happy holidays.
23 COMMISSION PRESIDENT MIGUEL: Michael Lewis.
24 Dan Fredrick. Armando Baros. Joel Koppel.
25 JOEL KOPPEL: Good evening, Commissioners,

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cont'd.

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1 President Miguel.
2 Joel Koppel, San Francisco Electrical
3 Construction Industry. I'm here speaking for our 2700
4 members citywide, and our local contractors who employ
5 them.
6 This is one of the most massive projects the
7 city will ever see, and also it's one of the most
8 under-utilized pieces of land the city will ever see.
9 So with your help in expediting the approval of the
10 EIR, we will graciously appreciate it. Thank you.
11 COMMISSION PRESIDENT MIGUEL: Thank you.
12 Reverend Alexander. Conny Ford. Marvin Bryan. And
13 Tony Rodriguez?
14 MARVIN BRIAN: Goods evening, Commissioners
15 I'm going to be real short I know you have a lot to do
16 and there has been a lot of opinions.
17 COMMISSION PRESIDENT MIGUEL: Your name?
18 MARVIN BRYAN: Marvin Bryan --
19 COMMISSION PRESIDENT MIGUEL: Thank you.
20 MARVIN BRYAN: -- for the record.
21 I know you have a lot to do, and there has
22 been a lot of opinions expressed and a lot of things
23 that have been brought up that are very valid.
24 But my concern is more with the residential
25 job applications. There is two ordinances with

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1 San Francisco to employ San Francisco residents first,
2 to a capacity of fifty percent on jobs where that
3 might be possible.

4 With this public work being the only thing
5 that is actually doing anything at the present,
6 because the commercial real estate market is just not
7 there, this is more essential that you employ these
8 residents and give them an opportunity to fulfill all
9 of all of their obligations and their family
10 requirements, through meaningful work.

11 So thank you and I hope that you work with
12 Lennar, the contractors, as well as the unions in
13 forcing them to comply with the mandates that you put
14 in this, in this ordinance.

15 So thank you very much, and have a good
16 night.

17 COMMISSION PRESIDENT MIGUEL: Thank you.

18 MARVIN BRYAN: Merry Christmas.

19 TONY RODRIGUEZ: Good evening,
20 Commissioners.

21 My name is Tony Rodriguez. I'm a business
22 agent for Local 483, the Fire Sprinkler Union. And I
23 was also born and raised here in San Francisco in the
24 Excelsior neighborhood. And I currently in Bernal
25 Heights with my four daughters and wife.

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1 And while I represent a thousand workers of
2 our union, many who have not worked in six, eight
3 months, some that live here in the city, that would
4 benefit greatly from the work that this project of
5 this size would generate, that is not my only
6 concern.

7 I'm 58 years old. And I have lived my whole
8 life in San Francisco. And I have seen many changes
9 in the city. I'm sure many of you have. Changes to
10 the Embarcadero, for the better; to the Fillmore, for
11 the better; to Valencia Gardens, for the better. But
12 nothing for Bayview Hunters Point.

13 So now we have a project that has been in the
14 planning stages for ten years. The City
15 overwhelmingly passed Prop G, in 2008. And 77 percent
16 of the people in the Bayview Hunters Point area voted
17 for Prop G.

18 Over the last three years, I hear that there
19 has been 177 meetings. The result of this is a

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20 project that would provide 1500 new living units, 32
21 percent for affordable housing, \$27,000,000 for first
22 time homeowners assistance; \$17,000,000 for job
23 training and the workforce development.
24 New stores, grocery stores, banks; a
25 projected \$26,000,000 annually to the city tax

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cont'd.

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1 revenues, 300 acres of open space. And a complete and
2 comprehensive EIR report that addresses all the
3 concerns.
4 A project -- and I ask you to not delay the
5 project, you know, everybody here, like they said,
6 some people are for, and some people are against. And
7 I guess it falls on you to help the project get along
8 and look at the facts, and not be scared by a lot of
9 the stuff that isn't true, I mean. And some of the
10 stuff is true.

11 Thank you for your time.
12 COMMISSION PRESIDENT MIGUEL: Thank you.
13 Jose Ortiz. Danny Torres. Kevin Wade. Dan
14 Angel. Larry Barantichik. Karen Slater. Vicky
15 Bamba.

16 No name. There are several with no name.
17 JUANA: Good evening. My name was called
18 earlier, so I am coming to speak now.

19 COMMISSION PRESIDENT MIGUEL: Thank you.

20 JUANA: My name is Juana. And I'm a member
21 of POWER, and also a resident of Bayview.

22 I could have come up here to repeat all of
23 the ways that the EIR was inadequate, right? Not
24 addressing liquefaction, the full cleanup of the
25 shipyard, seawater rise, or the protection of the five

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1 sacred Ohlone sites; and rightfully so.

2 But what I want to say is that Lennar is not
3 knew to the Bayview. When they started building in
4 Parcel A, none of us really knew, none of us in the
5 neighborhood fought them.

6 But what happened was, we all started getting
7 sick. You had children that had never had asthma all
8 of a sudden coming up with asthma symptoms; rashes,
9 headaches, nose bleeds. My family was starting to get
10 sick. A lot of people were just coming up with a lot
11 of illnesses.

12 Looking further into the development and into

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13 Lennar, we see that systematically -- they
14 systematically and completely disregarded the dust
15 mitigation agreement that they had signed to control
16 the release of asbestos dust into our community.
17 They received multiple notices of violations
18 from the Department of Health. And they literally
19 threw out more than 300 days of data, because they
20 said they forgot, they forgot to put batteries in the
21 monitors, all as part of Phase I.
22 So this development now is much more
23 dangerous. This site is still a Superfund site. It's
24 radiologically contaminated. And the EIR must be
25 required to provide a list of all of these notices of

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1 violations and fines that Lennar has received, just in
2 the last year; again, all only in Phase I.
3 So now I ask you'all to please consider,
4 actually, I think it really is important that you guys
5 consider doing research on Lennar's dirty trail around
6 the country.
7 Because really, when it comes down to it,
8 they have built condominiums over un detonated bomb
9 sites in Florida. They have built homes that are
10 cracked in after people have moved in in Texas. If
11 they can't be trusted in Florida or Texas, they cannot
12 be trusted in San Francisco.
13 So I really don't think that the EIR is
14 adequate in addressing a lot of the social impacts of
15 the Bayview. And I think it's your responsibility to
16 really look into the history of this dirty trail
17 around the country.
18 Thank you.
19 COMMISSION PRESIDENT MIGUEL: Thank you.
20 DAN TORRES: Good evening, Commissioners.
21 My name is Dan Torres, and I'm a member of
22 Local 43, the sprinkler fitters, and a proud union
23 member.
24 The way I feel, the project should go
25 through, money has been allotted. There are guys out

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1 there who need jobs, and we need to push the project
2 through.
3 So to spare you some time, you have been here
4 a long time, and so have I. And we would like to see
5 this go through. Thank you.

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6 COMMISSION PRESIDENT MIGUEL: Thank you.

7 KAREN SLATER: Hello, my name is Karen
8 Slater. I'm here representing Shipyard Community
9 Arts, a group of Hunters Point Shipyard artists,
10 Bayview neighborhood artists, and others working
11 together to create a community arts center and arts
12 district, as part of this Hunters Point Shipyard and
13 Candlestick Joint Development Project.

14 The Draft EIR addresses both the physical as
15 well as the cultural aspects of this project. So I'm
16 here really talking about the cultural aspect.

17 The project to date will provide renovated
18 and new studio space for the existing artists in the
19 shipyards at rates that are affordable to artists,
20 totaling about 255,000 square feet, which is currently
21 what's there, what has been there.

22 As the planning process has progressed, the
23 role with shipyard artists has expanded from simply
24 being accommodated to integrating arts and artists as
25 a defining characteristic in the envisioned arts

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1 district. The artists community in the shipyard will
2 be an integral part of ensuring that this new
3 development is rich in both culture and creativity.

4 The shipyard is the last undeveloped area in
5 the city and represents a rare opportunity to make the
6 arts a priority in San Francisco. We would like to
7 consider that the city consider the creation of an
8 arts preserve on the shipyard.

9 And by that, we mean a designated area with
10 land zones for arts production, exhibition, rehearsal
11 and performance space. We could call it an Arts
12 Protection Zone.

13 San Francisco is constantly losing artists
14 and arts organizations, as space becomes too valuable,
15 and commercial and housing developments take over what
16 was inexpensive artists space and the artists must
17 move away.

18 When the Navy evicted everyone from Parcel D
19 several years ago, San Francisco lost at least one
20 significant art metal business that had to move to
21 Hayward. He had employed a number of local people in
22 his business, and those jobs are gone, and the work
23 that was coming out of there, and the tax money is
24 gone.

25 In our Bayview community, Public Glass is

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1 another example of a struggling arts organization
2 which would benefit from a permanent home. They are a
3 studio and a school, which offers classes and studio
4 space to people interested in working in glass art.
5 Their leased facility of 10,000 square feet
6 is industrially sound, but the building does not
7 function efficiently, nor allow for growth. With a
8 purpose built structure, their operating costs could
9 be considerably lower, allowing for more students and
10 more art.
11 In our proposed Arts Protection Zone, Public
12 Glass, other ceramic arts collaborative, sculpturers,
13 dancers, film makers, and others in need of a
14 low-market space, rent space, could find a home where
15 rents could remain affordable permanently.
16 Recently, the city spent \$2,000,000 in
17 federal grant funds to upgrade aspects of Building
18 101, the only studio building which will remain.
19 These improvements are a small but important step in
20 ensuring the future arts district leverages the talent
21 and creativity that can drive innovation and which
22 continue to enrich both the lives and economy of
23 San Francisco.
24 Thank you.
25 COMMISSION PRESIDENT MIGUEL: Thank you.

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1 Rudy Asereion. Randall Evans. Ace
2 Washington. Dr. Amos Brown.
3 (Inaudible discussion.)
4 AMOS BROWN: Thank you, members.
5 Mr. Chairman, and members of the Planning
6 Commission. I'm Amos Brown, Pastor of Third Baptist
7 Church, been a pastor over 34 years, and President of
8 San Francisco NACP.
9 And I appreciate this opportunity to come and
10 share with you. I just wish to say. I could close my
11 eyes and predict what was going to be said here
12 tonight. Because it's the same thing that I heard 12
13 years ago when I served on the Board of Supervisors,
14 when the Mayor Willie Brown made a yeoman's attempt to
15 develop the stadium and the entire Bayview Hunters
16 Point Community.
17 It's de ja vue. Just appears that some folks
18 in this town, when they say, I want to study, it means
19 I want to take and it sit on it, and have no intention
20 of moving forward with sensible progress.
21 And secondly, I wish to say that people are
22 entitled to their opinions, it's a free country, but I
23 find some of our logic very strange.
24 I never lived at Bayview Hunters Point, but

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25 in 2000, I came down with prostate cancer; but because

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cont'd.

1 of having medical care, it was detected in time, and
2 I'm cancer free.
3 In 1989, my wife had cancer, and she never
4 lived in Hunters Point but thanks to medical care, she
5 is doing well, cancer free.
6 We must not engage in simplistic
7 deductionistic thinking when doing public policy, and
8 planning for developments in a city.
9 Finally I wish to say, I could have been, but
10 I don't want some people to be miseducated. There
11 were some comments made before this podium, regarding
12 what black preachers ought to be doing, and what they
13 had not done.
14 And I want to remind folks, if they read
15 their history, they would discover that it was one
16 Adam Clayton Powell, who, while chairperson at the
17 House Education Committee, and as pastor of the
18 Abyssinian Church of New York City, got over 60
19 educational bills passed in the United States
20 Congress; among them being Headstart, Get Set, Title 7
21 Programs. I think that preacher done a mighty good
22 thing.
23 Also, there are many of us don't know it, but
24 had it not been for a preacher from Paris, Tennessee,
25 finished Morehouse College in 1911, named Mordecai

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1 Wyatt Johnson, who became the first African-American
2 to be president of Howard University.
3 When he went there in 1926, he met Justice
4 Louis Brandeis. And Justice Brandeis asked him -- he
5 asked Justice Brandeis, what would he do, if he were
6 to build a first class law school.
7 The long and short of it is Mordecai Johnson
8 established the law school there, and the first law
9 student, and one man in his class, Charles Hamilton
10 Houston with Thurgood Marshall, who had been denied
11 admission to the University of Maryland; and Robert
12 Carver from New Jersey; and Oliver Hill from Richmond,
13 Virginia.
14 They went before the Supreme Court and argued
15 so persuasively that they got the court to break down
16 segregation in public education.
17 I think these black preachers have done a

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18 mighty good job.
19 COMMISSION PRESIDENT MIGUEL: Eric Brooks,
20 Neil McLean. Eileen Martinez.
21 ERIC BROOKS: Good evening, Commissioners.
22 Eric Brooks. I'm here officially
23 representing both the San Francisco Green Party, and
24 local grassroots organization, Our City. I'm the
25 Sustainability Chair for the Green Party in

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1 San Francisco. And I have been a professional
2 environmental and consumer activist for 25 years.
3 I would like to get back to the EIR now.
4 First of all, in light of the large number of people
5 who were called but could not speak, I think it's
6 imperative that, just as the Redevelopment Agency did,
7 you continue this hearing after we are done this
8 evening.
9 That would be really critical to get more
10 comment in. We definitely need the 45 days, that is
11 crucial.
12 To give you another couple of reasons why
13 that is so crucial, the main reason is Copenhagen.
14 There are people that are organizers that need to read
15 these documents that are in Copenhagen right now. I
16 heard one of them on Democracy Now, this morning.
17 And also, Copenhagen and some other recent
18 things that have happened have brought forward massive
19 new amounts of scientific data on global warming, and
20 sea level rise. And sea level rise dramatically
21 impacts this project.
22 So we need 45 days to process all that new
23 material. The most important piece of new material
24 that has just come in is from NASA, a little less than
25 a month ago, got through with seven years of

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1 gravitational research done with satellites in
2 Antarctica. They have discovered, as of a month ago,
3 that the East Antarctic ice mass, which they thought
4 was gaining ice, is losing ice at a massive rate, and
5 all over the entire ice mass.
6 So that has completely rearranged all of the
7 projections for sea level rise. They are not the
8 same anymore, based on the new NASA data.
9 Now the new baseline is one to one and a half
10 meters; that is the baseline. When this EIR was done,

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11 it could not have possibly envisioned that data. And
12 that data, that kind of sea level rise, so
13 dramatically impacts every single aspect of this EIR,
14 both economic, environmental, and logistical, and even
15 cultural, that this EIR must be redone to account for
16 that new data, and we need to be able to process that
17 data, which is another reason we need that 45 days.

18 That is absolutely critical that that NASA
19 data now be included. We are probably going to have
20 to do an entirely new EIR because of it. That sea
21 level rise will dramatically interact with all of the
22 other bad impacts that all the other speakers have
23 raised as potential; and especially when it comes to
24 radiological.

25 And the last thing I'll say is, the city has

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1 a legally binding precautionary principle. And fact
2 that the EIR does not adequately address the
3 precautionary principle of the city in regards to
4 asbestos --

5 (Time limit chimes sounds.)

6 -- and radiological materials

7 COMMISSION PRESIDENT MIGUEL: Thank you.

8 ERIC BROOKS: -- which have no safe level is
9 inadequate. Thank you.

10 COMMISSION PRESIDENT MIGUEL: Thank you.

11 NEIL MCLEAN: Good evening. I'm Neil McLean,
12 native San Franciscan and chair of deadline profile
13 project or co-chair.

14 I have a question and then two requests. The
15 question is, did you comply with Senate Bill 18 when
16 you submitted this Draft EIR, which requires you to
17 notify the most likely descendants of the Ohlone
18 people, there is list of them; there are people on my
19 committee who were not notified, who should have had
20 been.

21 So I think that the answer is no, but I need
22 to know actually, clearly from you whether you did.

23 (No response.)

24 I and I guess I'll take that from your staff
25 at some point later, but it's an important question

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1 because, as your report states, there are sixteen
2 shell mounds in the area; four of them will certainly
3 be disrupted. And there are others that it expects to

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4 find.
5 My request is that I get copies -- this was
6 actually to me, Ann Marie Sayers, chairwoman of
7 Costanoan Indian Canyon, asked to -- me to ask for the
8 reports, the historical report, as well as the
9 mitigation plan that is referred to in the EIR, and
10 which, and as far as I know, no one has seen outside
11 of perhaps the Commission or the people that drove the
12 draft.
13 The third element is statement; it's that
14 clearly to read this historical as well as the
15 mitigation plan. And I want to say about the
16 historical plan, that it's quite novel. It claims
17 that a tribe south of here from San Mateo has sort of
18 removed everybody from the Presidio.
19 And I think that to assert that there are no,
20 most likely, descendants, it was really quite, novel
21 and I should say, spurious.
22 So in order to review both of those documents
23 and to give adequate consideration to the original
24 people, I want to support the 45-day extension.
25 Thank you.

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cont'd.

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1 COMMISSION PRESIDENT MIGUEL: Thank you.
2 EILEEN MARTINEZ: Hello. My name is Eileen
3 Martinez. I would like to say, my family, my parents,
4 lived on Northridge Road for many years. My father
5 was stationed at Treasure Island.
6 He was part of the nuclear experiments that
7 were conducted at Bikini Island Atolls. I am a child
8 of nuclear experiments by the US Government. I was
9 born with something that is genetic that does not run
10 in my family. It's called spongy kidney disease.
11 I'm appalled by the fact that people want to
12 whitewash this, white paint everywhere, but
13 underneath, it's rotting.
14 The thing is, when I was a child, we went to
15 Hunters Point a lot. And when my father came back
16 from Bikini Island Atoll, he was on the USS Curtis.
17 They were told to park that ship, which was a medical
18 ship, I believe off the piers of Hunters Point, where
19 officials from the federal government, who had told
20 him it was safe to be in these tests, came onto their
21 ship with full radiation gear, which is silver, like a
22 space man.
23 They came with geiger counters. Everywhere
24 they went, it was hot. The ship was so toxic, it was
25 sent to China for six months. After that, my father

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1 was ordered to be in six other experiments by the
2 government, by the Navy.
3 The problem I have with the all thing, is,
4 yeah, developers promise everything -- and, by the
5 way, please don't get fooled by the trail of money.
6 And there is an old saying, and I'm 55, that I have
7 gotten really familiar with. The two sayings that I
8 like is, if it sounds too good to be true, then it
9 probably is.
10 And the other saying I really like is, there
11 is no free lunch. So all you people that think this
12 is a good idea and that it's been really researched,
13 don't buy the hype; please, I beg of you.
14 I'm a child a child, a nuclear child, from a
15 nuclear vet. Hunters Point had a big facility of
16 laboratories there where they worked on animals.
17 People don't understand, at Bikini Island,
18 there are empty ships sent to be its epicenter. There
19 were ships following that with animals, and then there
20 were the humans. They were all told that it was
21 safe. Okay?
22 That was the first lie, because obviously it
23 was not safe, because the military said -- got on that
24 ship, and everywhere they went, it was hot, so
25 obviously it wasn't safe.

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cont'd.

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1 What I would like to say is, there was a
2 laboratory full of experimental animals on Hunters
3 Point, and I never hear this spoken about. There were
4 hundreds of animals on those ships. Where did their
5 bodies go? Are they buried in Hunters Point?
6 Like I said, white paint covers a lot of
7 stuff, but when you look deep, there can be funky
8 fungus growing under there. And being a child, a
9 radioactive child, I resent all of this immensely.
10 (Time limit chime is heard.)
11 EILEEN MARTINEZ: -- so just remember, if it
12 sounds too good, it probably is.
13 John Henry Clark, a very famous --
14 COMMISSION PRESIDENT MIGUEL: Thank you.
15 EILEEN MARTINEZ: -- awesome black historian,
16 and I'll just finish this, said, there is nothing
17 civilized about civilization. Think about it.
18 COMMISSION PRESIDENT MIGUEL: James Walton.
19 Brandon Dunnigan. Shawn Kinney. Tony
20 Rodriguez. Lucio Sanders. And Reverend Brown has
21 spoken.
22 Is that is it? Any further public comment?

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23 MR. WILLIE RATCLIFF: (Inaudible.)
24 My name is Willie Ratcliff. I live at 17
25 Third Street, between Palou and Quesada.

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1 And I have been working on this issue for
2 years. And so have a lot of other people. But one
3 thing that we have refused to do, and that is clean up
4 that shipyard.
5 And according to a Superfund site law, the
6 people that live in the surrounding areas will say to
7 what degree they want it cleaned up.
8 And of course, we didn't only say, just the
9 surrounding areas. We put it on the ballot. And they
10 voted 76 percent for it to be cleaned up to
11 residential standards.
12 So are we trying -- just because we don't
13 want to clean it up. The Navy don't want to clean it
14 up; they don't want to spend the money.
15 The developer, he could care less.
16 But the City and our congressional delegates
17 have sold all of us out. Because it's not going to be
18 just black people living in an area out there. The
19 most of them is going to be white, look like you.
20 People around there now, because the shipyard
21 is not clean, is dying 25 and 30 years early. Right
22 now. Not later.
23 I'm a general contractor, so you know I like
24 to develop and have jobs coming. But there is nothing
25 more important than your health. I'm 77 years old,

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1 and I'm in good health.
2 Even living out there, because I try to eat
3 right and watch the way the wind blows. We're fine,
4 as long as the wind is blowing east; but when it turns
5 the other way, it brings all of it all over this
6 city. And people are dying from it, don't even know
7 about it.
8 So why are we going to build, and do all of
9 this funny stuff on a Chernobyl, our (inaudible), in
10 San Francisco, because we so greedy, that we all watch
11 'em build it, then what ya' gonna do; when people are
12 dying and suing, because of liability that was done by
13 this city.
14 We don't look too well. Just looking at our
15 budgets, and compare to other budgets throughout the

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16 cities, and we flaunting money, throwing it away, but
17 we don't care about killing our own people.
18 And we don't even think about who is going to
19 really live there. You know, and surely liquefaction
20 and all of that, that is kinda out, but that didn't
21 happen; but just look what's happening right now.
22 And people out there that's arguing around
23 here, it's about the cleanup that you refuse to do,
24 refuse to clean up the place.
25 (Time limit chime sounds.)

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cont'd.

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1 WILLIE RATCLIFF: -- that is what it's about,
2 COMMISSION PRESIDENT MIGUEL: Thank you.
3 WILLIE RATCLIFF: Everybody wants a job.
4 You know, I feel that these people need a
5 job. I need one to.
6 COMMISSION PRESIDENT MIGUEL: Thank you.
7 WILLIE RATCLIFF: But do you see Blacks
8 working anywhere in the city? None. Right now.
9 Then you goin' to promise us something down
10 the road, or something filthy.
11 COMMISSION PRESIDENT MIGUEL: thank you.
12 SAUL BLOOM: Commissioners, Commission
13 President Miguel.
14 I wasn't going to speak tonight, because you
15 have had a very long evening, but after that wonderful
16 introduction by Al Norman, I decided it was going to
17 be difficult for me not to say anything, so I might as
18 well just get up here and say something.
19 My name is Saul Bloom. I'm the Executive
20 Director of Arc Ecology; and, of course, I'm here
21 asking for the 45-day extension to the comment period
22 on the Environmental Impact Report.
23 The organization that and I work for, Arc
24 Ecology, is representing tonight organizations like
25 the Sierra Club, Literacy for Environmental Justice,

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1 the Potrero Hill Democratic Club, which endorsed the
2 45-day extension; India Basin, a neighborhood
3 Association that does the Valley Greenway Project.
4 Just an enormous number of organizations that
5 have all expressed the same concerns, and we are all
6 part of -- I don't mean to speak for everybody here --
7 but the we are all part of this third way process.
8 You heard people opposed to the project, and

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9 you have heard people unalterably for the project; and
10 what we are is about the third way process, which is
11 to thoroughly evaluate the project, because we do
12 believe in jobs, we do believe in development of the
13 Hunters Point Shipyard.

14 We simply believe in doing it responsibly,
15 doing it transparently, doing it and openly; and
16 providing adequate evaluation of the plans.

17 And to effect, we did in fact submit a series
18 of alternatives, as Mr. Miguel knows. And we did so
19 back in January, to in fact inform the project to
20 ensure that the document got produced in the way that
21 it was effective.

22 We still have problems with the document. We
23 have contractors now working San Francisco, and other
24 locations, evaluating the document and they are all
25 telling me, right now, they need more time. They need

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cont'd.

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1 more time to get documents that were not included with
2 the EIR; background transportation information, and
3 other materials on waste water, groundwater water,
4 other varieties of information that are necessary for
5 us to come up with the proper comment on this
6 Environmental Impact Report these are all designed,
7 all these reports, all these comments, were designed
8 to make the project better. about what the

9 It's very, very important for people who have
10 reports in 2015. And it's very important for people
11 to have housing in 2015. But what you were hearing
12 today are people concerned about their immediate
13 future; and unfortunately, it's that tension between
14 the future and today that is driving much concern uis
15 going to look like.

16 We need to look at it differently. It's
17 important because this is a decision document. This
18 is a legally binding document. No process, no
19 discussion, no meeting prior to this has had the force
20 of law that this environmental impact carries with
21 it.

22 The content of people's comments are legally
23 actionable. They are part of the administrative
24 record. That is why this time is necessary.

25 Thank you very much for your time.

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1 COMMISSION PRESIDENT MIGUEL: Thank you.

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2 SUE HESTOR: I have a handout. (Handing.)
3 Good evening, Commissioners. My name is Sue
4 Hestor and. I'm the attorney for POWER.
5 I want to reiterate what you were just told
6 by Saul Bloom. This document is different from
7 everything that has gone up until now. It's the
8 document that sets up all of the future actions which
9 is a legally required action, a legally required
10 document before those actions can take place.
11 A 45-day comment period was quite cynical
12 when it was started. The staff expected it to be
13 extended, and they offered 60 days.
14 This is really, as everyone has said, it's
15 the biggest project in the city. I have never seen an
16 EIR of this scope. I mean, no one is lugging the
17 entire EIR around. This is one of four of these equal
18 volumes, plus a little skinny one for the fifth.
19 It's a very hard, complicated document to
20 read, particularly if you are serious about it and
21 pull up all of the reference documents and then say
22 oh, I, need to find another document.
23 You have heard testimony that people are
24 retaining scientists to give comment. The CAC and PAC
25 asked for 45 days so they could have Dr. Seaborg go

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1 through this. This is serious stuff in the EIR.
2 The declaration which I just handed out is my
3 declaration of how this project kept shifting, how the
4 EIR kept being delayed. And there is something
5 important that you should know. It was supposed to be
6 preceded by the Bayview Transportation Improvement
7 EIR, which is actually a DEIS DEIR, and they kept
8 sliding, and sliding, and sliding, and sliding, and
9 sliding.
10 We kept thinking we had to do this in June or
11 July. And it became all of a sudden, the
12 transportation study EIR is not here; and there is
13 massive transportation improvements for the 49ers, and
14 for this new housing, and for this new Green Jobs
15 aspect of the park, but that EIR is going to be coming
16 out at the beginning of the year.
17 So we have to guess what's in the EIR and,
18 kind of read the tea leaves to comment on this EIR,
19 because we do not have that one yet.
20 There needs to be time. It's very cynical to
21 release a document over Thanksgiving, Christmas and
22 New Years. Offices are closed. Your offices are
23 closed for extra days because staff people take
24 vacations. And some non-profits close their offices
25 entirely.

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1 I'm showing this chart overhead that I got
2 from Ms. Navarrete. This is what's driving this
3 comment period. They plan on having this
4 EIR certified 4/21, with the Comments and Responses
5 issued 4/9. And then all of the approvals done, tied
6 to the vote in Santa Clara County.
7 This is a ridiculous scenario. This is a
8 very high stakes project. Give us the 90 days. Thank
9 you.

10 COMMISSION PRESIDENT MIGUEL: Is there
11 additional public comment? If not, public comment is
12 closed.

13 Thank you'all for your patience. In
14 particular, if they can hear me, I would like to thank
15 the San Francisco Sheriff's Deputies for their work
16 this evening.

17 Saul Bloom mentioned that the Potrero Hill
18 Democratic Club voted for a 45-day extension. I
19 should state that I, although a member and was there,
20 recused myself from that vote, thinking it proper to
21 do so.

22 There was a lot of comment regarding Lennar.
23 This EIR has nothing to do directly, legally with
24 Lennar. That is a contractual obligation of the city
25 that is beyond this Commission. We don't hire Lennar

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cont'd.

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1 or any other contractor to do work in San Francisco.

2 There was comment regarding a question
3 whether new scientific information that is coming out
4 would require an entirely new EIR. If one was to take
5 a look at the scientific information that comes out
6 worldwide on any subject, you would never stop doing
7 new EIR's. At some point, you have to go ahead.

8 I understand the comments. I understand the
9 scientific information to some extent in my limited
10 background. But there is always new information that
11 is coming out. It comes out monthly, daily, weekly.
12 You can't stop all progress because new information is
13 coming out.

14 The Redevelopment Agency earlier this week,
15 extended the comment period until January 12th. I
16 would, were someone to make the motion, agree with
17 extending the comment period until January 12th.

18 I truthfully would not agree with extending
19 it further. I do believe that, basically, the EIR

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20 does touch on and does cover sufficiently all of the
21 subjects and all of the matters that are required by
22 an EIR in this area.
23 I do believe that the -- not just ten years,
24 probably fifteen years or more of study that has been
25 put to this, including intensive work by many in this

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1 room and that have testified this evening; that
2 testified before the Redevelopment Commission, that
3 testified before the HPC, have been thorough, have
4 been sincere, and have assisted the city in putting
5 this document to where it is now.
6 I fully understand the representatives of the
7 unions who came before us. I know the urgency that is
8 in their voices, and that they are getting from their
9 membership. But that is not something that is
10 affected by an EIR. The agreements as to hiring and
11 all of that are great, but they are not EIR matters.
12 That said, just two main points for me: I do
13 believe that is what's stated, and what's covered, and
14 what will come out in the final -- this is only the
15 draft -- in the final EIR, when all of the comments --
16 because that is what happens with an EIR -- when all
17 of the comments are considered and answered, and the
18 final EIR is then before us and the Redevelopment
19 Agency for final approval, that everything will come
20 together at that point.
21 And as I said, I would be willing to support
22 an extension of the comment period until January
23 12th.
24 Commissioner Olague.
25 COMMISSIONER OLAGUE: I just wanted to thank

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1 members of the public for coming out early. A kot of
2 folks were here early. I saw people here at 1:30,
3 staying here until, you know, 10:30 with us, sitting
4 through a lot of issues that probably were not
5 relevant to your own priorities, but I wanted to thank
6 you for having the patience and sitting through it
7 with us, through this hearing with us.
8 I want to thank Ms. Navarrete for her work on
9 this and for being open to, you know, questions and
10 concerns the community has raised, and I do want to
11 thank you for all of your work on this item.
12 That being said, I'm going to limit my

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13 comments pretty much to the -- to the comment period
14 for this document. Again, I don't want to -- you
15 know, I try to avoid sarcasm here, but how about some
16 light reading during the holidays, folks?
17 We got this two weeks before Thanksgiving and
18 it was published on November 12th, Thanksgiving is the
19 24th, Christmas is, what, in about a week? New Years
20 is the week after that? And it's the holiday period,
21 folks, so I think that we need to, like, consider at
22 least 20 to 30 days to take out of this equation,
23 because with the holiday season in place, it's really
24 hard, given our calendars here, to get through all of
25 the materials here that we have for our regular

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1 calendars, and give a fair shake and adequate review
2 of this document.
3 My comments are not addressing the adequacy
4 or inadequacy of this document at this time. But what
5 I am asking, though, is out of respect for the
6 community, and out of a process, as many people have
7 mentioned tonight, that has taken more than ten years
8 to get through, that I think asking for an additional
9 period of time so that people can make these comments
10 on this document is not asking for too much.
11 And as Commissioner Miguel said, the real
12 discussion, obviously, is going to be when the final
13 EIR is brought before us, and we are voting on the
14 adequacy of the final EIR.
15 But much of what we review at that time is
16 based on the comments that we receive during this
17 period and the Comments and Responses that we receive
18 regarding the adequacy or the questions that are
19 outstanding regarding the document.
20 So I think the critical that the Commission
21 and the members of the public have adequate amount of
22 time to review the document and get in all of the
23 comments and have all of their comments adequately
24 responded to by our department.
25 So I am going to actually make a motion that

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1 will be requesting an additional amount of time for
2 this comment period. Again, I'm not talking about
3 Lennar, I'm not talking about the project.
4 My heart goes out to people who are
5 unemployed; it is really a horrible time for so many

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6 people. But that is not what we are addressing
7 tonight. The project is not what we are addressing
8 here tonight.
9 The comment period is something within our
10 purview, and I am going to ask for extension of that
11 period.
12 But before I do that, I guess one of the
13 things that I was concerned about -- this is not
14 something that obviously is within our jurisdiction
15 right now, and I'm stepping a little bit out of our
16 purview, but I heard a lot of people who live in the
17 Public Housing Authority units in the Alice Griffith
18 and other Housing Authority's buildings.
19 And I'm a little bit concerned that people
20 would have to continue to live with cold water and
21 with other quality of life issues that are not going
22 to be immediately addressed.
23 So I would hope that some of the comments
24 that were made tonight, and at other bodies,
25 Redevelopment Agency Commission and other bodies,

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1 concerning the immediate quality of life issues that
2 are being raised by Public Housing residents be
3 addressed immediately.
4 The project, Hunters Point project, is not
5 something that is going to happen overnight. Even if
6 the approvals happen in the period of time that was
7 mentioned in the Chronicle or something today, which I
8 think was somewhere like June, it's still going to
9 take several years or -- several years before these
10 people get their one-to-one housing replacement.
11 So I would ask that our department makes sure
12 that these comments about the quality of life issues
13 that were being raised by the residents of those, that
14 housing type, be somehow communicated to the Director
15 of the Housing Authority and addressed immediately.
16 And that does not only go for Alice Griffith,
17 but probably other housing projects. It was just real
18 horrible to have to listen to that. And I know in my
19 heart that, the way approval processes go and
20 whatever, it may be two or three years before these
21 people see adequate quality of life in their housing
22 units.
23 So I just don't think it's right for us to
24 not at least, you know, ask or make that request of
25 the Housing Authority to go in, and send their

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1 inspectors in, and make sure that these people have
2 adequate housing. Quality of life issues are very
3 critical.

4 And again, I think that it's only fair to ask
5 for extension of period. I saw that June 5th is when
6 the HPC is going to round up their comments. January
7 6th, I'm sorry. It's a little late, here.

8 January 12th is when the Redevelopment Agency
9 is going to be raising theirs. I'm looking at our
10 calendars. I also want to let people know that a
11 couple of -- last week, the Middle Polk Association
12 came here. They requested additional time on Pacific
13 project -- the project is Pacific Avenue, I believe.

14 And that was just one project, and they asked
15 for extension of time, because they also received
16 their Draft EIR, just a couple of weeks or just a
17 couple of days before the Thanksgiving holiday
18 period. So I think it's only fair if we can grant an
19 extension to the Middle Polk residents, that we grant
20 it also to the Bayview Hunters Point residents.

21 And also, last week we saw another draft EIR
22 on a Market Street project, and that took a lot of
23 time. So I'm just saying, we have had full calendars
24 here, and we have had a lot of materials that we have
25 had to look through.

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1 And I'm looking at the advanced calendar, and
2 I'm going to go ahead and make a motion that we extend
3 the comment period to February 4th.

4 COMMISSIONER SUGAYA: Second.

5 COMMISSION PRESIDENT MIGUEL: Commissioner
6 Borden?

7 COMMISSIONER BORDEN: Yes. I would also like
8 to second the idea of public comments being given to
9 the Housing Authority. I think that is really
10 critical, because people should not have to be warming
11 up their water; that is ridiculous.

12 And I don't know what we can do from Planning
13 Commission. But I think that if people from
14 redevelopment, or if anybody from Housing Authority is
15 watching this, it is something that does need to be
16 dealt with.

17 Because with the phasing of this project or
18 any project, it's true that people will not see
19 immediate remedy.

20 I have a couple of questions for
21 Ms. Navarrete, if you don't mind.

22 (Ms. Navarrete steps up to the podium.)

23 COMMISSIONER BORDEN: Can you just comment on
24 all the other agencies who are specifically going to

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25 be commenting on the environmental portion of this

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cont'd.

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1 document; the various agencies that deal with --
2 whether it's BCDC or others, could you talk about
3 those agencies that are going to be commenting on this
4 document?

5 MS. JOY NAVARRETE: Yes. Joy Navarrete,
6 through the chair.

7 Per CEQA, we have to file what's called a --
8 file the Draft EIR to the State clearing house. And
9 they -- they are a clearing house who forwards the
10 document for review to several State agencies; I think
11 we sent them to over thirty. I don't have the list
12 with me.

13 But that includes Caltrans, BCDC, Army Corps
14 of Engineers, the Native American Society. And I can
15 provide that list to you if you like.

16 COMMISSIONER BORDEN: I just think it would
17 be great to make it available to the public, so they
18 are clear on the other agencies that specifically will
19 be responding to the environmental portion.

20 MS. JOY NAVARRETE: Yes.

21 COMMISSIONER BORDEN: Can you also talk a
22 little bit about -- I think a lot of people are
23 concerned about capping or covering. And can you just
24 explain what that means.

25 MS. JOY NAVARRETE: Capping -- I'm not

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1 technically savvy on the hazmat, but capping means
2 covering soil with more soil, clean soil. Again, I'm
3 not certain, but in this case, they are proposing to
4 lift the grade up, at Hunters Point, and I believe
5 it's about three feet.

6 COMMISSIONER BORDEN: And they are lifting
7 the grade to deal with?

8 MS. JOY NAVARRETE: To deal with for the
9 hazmat and for sea level rise.

10 COMMISSIONER BORDEN: Sea level rise?

11 MS. JOY NAVARRETE: Uh-huh.

12 COMMISSIONER BORDEN: Okay. And also, when
13 you talk about that, can you talk about the question
14 of -- my understanding is, the Navy cleans the lot,
15 and they clean it to the standard of whatever our
16 plans are?

17 MS. JOY NAVARRETE: Correct.

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18 COMMISSIONER BORDEN: Is that true?
19 So if our plans are to put housing on
20 particular parcels, they have to clean to that
21 standard?
22 MS. JOY NAVARRETE: Yes. They have to clean
23 to that standard before it's transferred. And then
24 per our plans, the Navy is actually preparing their
25 own NEPA document, the National Environmental

↑
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cont'd.

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1 Protection Agency document, which would be a
2 supplemental Environmental Impact Statement, that
3 would reflect this project.
4 COMMISSIONER BORDEN: And when would the
5 phasing of that document take place, probably?
6 MS. JOY NAVARRETE: It should be after this
7 one, so sometime, we are not sure, but probably in the
8 spring.
9 COMMISSIONER BORDEN: So a number of the
10 issues we are talking about today with the soil
11 contaminants and all of the other toxic chemicals in
12 the soil will be further responded to in that
13 document, and there will be another period for people
14 to talk about that?
15 MS. JOY NAVARRETE: That is correct. It's
16 the Navy's duty to clean, clean the site.
17 COMMISSIONER BORDEN: So then in this
18 EIR document, this is actually additional mediations
19 on top of what the Navy.
20 MS. JOY NAVARRETE: Yes. This is what
21 happens after the Navy cleanup. This is not going to
22 be all built in one year. It's like a thirty-year
23 program. And as the sites are cleaned up, they will
24 be transferred to the City for development.
25 But we are not going to -- the City will not

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1 take land unless it's clean.
2 COMMISSIONER BORDEN: So there are documents
3 dealing with actually the next level of the
4 cleaning --
5 MS. JOY NAVARRETE: Right.
6 COMMISSIONER BORDEN: -- on top of the already
7 turned-over parcel level that is supposed to be at
8 standard?
9 MS. JOY NAVARRETE: Yes.
10 COMMISSIONER BORDEN: And I didn't see

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11 reference to Proposition P in the document. Did I
12 miss that? The one everyone has been was talking
13 about, that was voted on 72 percent for cleaning to
14 environmental standards? I'm not sure.

15 MS. JOY NAVARRETE: It's in the hazard
16 section.

17 COMMISSIONER BORDEN: It's in the Hazard
18 section. Okay.

19 Maybe you could move it also to the place
20 where you talk about propositions in the document, on
21 page I-5, because I think then that would help bring
22 everything together, because I think it's hard
23 sometimes for people to find how everything is
24 responded to; but I think that is useful to know.

25 I'm sorry. Tell me the section again where

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cont'd.

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1 Proposition P is dealt with.

2 MS. JOY NAVARRETE: Hazardous Materials.

3 COMMISSIONER BORDEN: If you could tell me.

4 MS. JOY NAVARRETE: 3-K.

5 COMMISSIONER BORDEN: Thank you.

6 MS. JOY NAVARRETE: And that is one of the
7 longer sections.

8 COMMISSIONER BORDEN: Perfect, great. I
9 think that covers pretty much the questions that I had
10 for you. I'll make some comments, but, yes, thanks.

11 MS. JOY NAVARRETE: Thanks.

12 COMMISSIONER BORDEN: So I think it's
13 important. As everybody knows, the purpose of the
14 hearing is not to certify the EIR today, or say that
15 it's perfectly adequate, but to identify further areas
16 of additional study. I think it makes sense.

17 POWER has a list of some of the toxic
18 contaminants that they have concerns about. I think
19 that, obviously that document should be responded to,
20 and obviously everybody's comments here will be
21 responded to, so that we can look at these things
22 further.

23 I know that some toxics are naturally
24 occurring and there are some toxics that are in
25 household living, and I know that is also an impact

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1 that is also looked at in the document.

2 I think responding more to the cultural

3 heritage issues, and the Ohlone people we have talked

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4 about that have lived in that area; I think that it's
5 important to make sure that the final version of the
6 document adequately talks about that.
7 And I think you could have more discussion in
8 the document about the cleaning to residential
9 standards, because there seems to be a lack of clarity
10 there, and I think if maybe that was better spelled
11 out in the document.
12 And I know the problem. Part of it, is the
13 phasing, and maybe some of that could be moved to the
14 front, as well, into the Executive Summary portion, so
15 that it's more relevant to people where it is. And
16 the like areas if that makes sense.
17 I think it was an important distinction, you
18 know, the Navy does want part of the cleanup, and
19 there is another part of the cleanup that whoever
20 develops the property will have to deal with.
21 And I want to make a distinction here. This
22 EIR is for a project that, obviously right now, there
23 is a developer for it, but in the future, this
24 EIR would be the document used for any future
25 development, should someone want to do a similar

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SFPC-117
cont'd.

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SFPC-118

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1 project like this.
2 So it's today -- this conversation, to me,
3 it's not about Lennar. I know people have concerns
4 about Lennar, but I think we have to separate those
5 two issues out, because that is not what the
6 environmental review document does.
7 I did see that there were examinations of the
8 various alternatives that is required. Looking at
9 with or without stadium.
10 Yosemite Slough, I know there will be more
11 comment on that. And I think that it's really
12 important that people do more comment on that.
13 The question earlier on technological
14 innovation, I work for a technology company, my day
15 job. Apparently technology innovates every 18 months;
16 and unfortunately it's impossible to keep up with
17 that.
18 However, what I will say is that this is just
19 the beginning and not the end of project. And when it
20 comes through for entitlements and project approvals,
21 you know, we will often add within the code
22 regulations, whether it's the building code or the
23 housing code, the standards that are applied at that
24 point in time are what are put in place on the
25 project, when they get their permits and go to that

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1 portion of the entitlement.
2 So we are not held to the limitations
3 necessarily of technology or standards today at the
4 time when this project moves forward. And, as you
5 know, the project is phased, based upon cleanup, and
6 it's going to be 20 years before we get there, so I
7 just wanted to reassure people that the limitations or
8 new innovations that are happening in all of these
9 areas will be applied in the future.
10 In terms of the construction impact issues
11 again, that is another thing we can deal with more
12 adequately in the project approval process. And we
13 actually put in particular conditions related to how
14 people mitigate those circumstances.
15 That is, again, talked about in the document;
16 but as far as our ability to really do anything about
17 a lot of these issues that people have brought up,
18 these really aren't the EIR issues, these are actually
19 going to be issues in the project approval process.
20 A number of the socioeconomic and other
21 issues are issues that the Redevelopment Commission is
22 going to have to deal with.
23 This project is so personal to me. I see my
24 community divided over the fact of wanting a better
25 community for them and their families; having high

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1 birth defects, and asthma rates.
2 Nobody wants a toxic future. No one wants
3 that. And no one is trying to fast track anything.
4 There are all of these federal requirements, and state
5 requirements, and local requirements.
6 And we know that you are going to be there
7 every step of the way. Some people have said already
8 they are going to sue. We know there is going to be
9 many more vetting processes. In this one Executive
10 Summary document, there are a numerous list of project
11 approvals that go on for quite some time, that is
12 going to be happening for this project.
13 So I want to stay that, because I don't want
14 people to mistake why I don't want to extend the
15 comment period, I'm not against stopping comments. We
16 just heard there is an EIS statement coming out.
17 And there is going to be at least three other
18 hearings upcoming, Redevelopment Agency, HPC, and
19 others, where there will be additional comments on the
20 document. We have to have -- but we need more
21 comments on the hard-core nature of the environmental
22 stuff of the documents, and I'm afraid that we are

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23 not getting there at this point.
24 But the good news, as I said, is that there
25 is an EIS study. And there is several more. There

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1 are transportation studies. There will be many more
2 times that this is going to be looked at.
3 If this were the end of the process, I would
4 for sure say we need to extend it. At this point, the
5 way I see it, a lot of the arguments and the things
6 that we have heard have been things that we have been
7 hearing for quite some time.
8 This project has been vetted in other
9 agencies, and it's going to continue to be vetted in
10 other agencies. So if this were the end of the
11 process, we would be at a very different state.
12 There will also be a final certification
13 process -- I mean document, and also a hearing. And
14 so if at that point, it's not adequate, then we won't
15 certify it, and we can go back to the drawing board,
16 or whatever.
17 But the point is that there is a lot of
18 incentive for the project sponsor to make sure that
19 the final version of the EIR is adequate and accurate,
20 and it deals with all of those issues.
21 So I just wanted to say that on the record
22 and to express why I support extending it to January
23 12th, which is 60 days, which is consistent with what
24 we have done with the PUC EIR's, which are sometimes
25 longer in length, with the Bicycle Plan EIR and

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1 others. Some of the other extensions we gave were for
2 45 days, not for 60 days.
3 I recognize people's concerns, but again, if
4 this were the end of the process, it would be a very
5 different conversation, but this is really just the
6 beginning.
7 COMMISSION PRESIDENT MIGUEL: Commissioner
8 Antonini?
9 COMMISSIONER ANTONINI: Well, I agree with
10 Commissioner Borden as far as the amount of time.
11 In fact, there is a little bit of a
12 difference. There was mention made of a particular
13 DEIR, which had come out on the Polk Street Project;
14 but we discussed that last week, and one of the
15 reasons we extended that is that the release was not

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16 timely and they didn't receive it. And we all agreed
17 that the release of this EIR had been timely on the
18 November 12th date.
19 And there still is another week to get your
20 comments in. So I would encourage you to do that. I
21 read all of the 4000 pages, a lot of nights, a lot of
22 weekends, a lot of free time.
23 But I would, however, be supportive if this
24 motion is defeated and we make a motion to extend to
25 the 12th, as Commissioner Borden has mentioned, and

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1 others, and Chairman Miguel has said, I think that is
2 reasonable and that could be done, and that agrees
3 with when Redevelopment is ending their comment
4 period, so it seems to make sense.
5 On a couple of the other issues, in reading
6 this, I did note that all of the impacts that were
7 analyzed had less than significant, or less than
8 significant if mitigated, and they went through all of
9 the different toxins. And I was, you know, I was
10 satisfied with that, however, you know, certainly
11 there were comments brought up today, and that is what
12 Comments and Responses is about; because the comments
13 that were aired today and will be included in written
14 comments before the end of the comment period will be
15 answered in the Comments and Responses; and I'm sure
16 you'll find the answers are in there, as to your
17 comments.
18 Also, alternatives. There are a lot of them
19 analyzed, and there is are a lot of different -- you
20 know, someone brought up the point earlier about the
21 Candlestick alternative, and saving Candlestick Park;
22 and that is one of alternatives.
23 And there are a number of different
24 alternatives that are mentioned in there; and I
25 thought it was quite thoroughly done, and it probably

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1 exhausts all of the different types of alternatives,
2 given the project that was approved through Prop G and
3 the nature of that project; I thought that was quite
4 well done.
5 There was a concern about transportation. I
6 think that is a very, very good concern about
7 transportation.
8 I have been an advocate of a northern route

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9 for access out of this Hunters Point area, because I
10 think if you are going that much activity there, you
11 are going to have the housing that is called for, you
12 are going to have the recreation that is called for,
13 the research and development, the stadium, all these
14 different things, you have got to be able to get
15 people quickly in and out of there.

16 Particularly if you are living in Bayview
17 Hunters Point and you are working downtown, you
18 deserve a light rail line that brings you downtown
19 quickly; and likewise, a light rail line should
20 connect up with (inaudible) at a station, a Bayview
21 Station, and with the Muni Metro line and with Cal
22 Train, and then on to Geneva Avenue.

23 And so, you know, this is mentioned in the
24 DEIR; but I think, you know, we have to have a little
25 more detail on that.

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cont'd.

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1 They talked about bus rapid transit, but I
2 think that what we really want to see is light rail;
3 we want to see people have the same access to
4 transportation in Bayview Hunters Point and
5 Candlestick Point as they do in the rest of the city;
6 and I think that is a really important thing to be
7 analyzed.

8 Let's see, the other thing I noticed was
9 historical aspect. And I did enjoy reading a I think
10 very comprehensive analysis of historical, going back
11 to Native Americans, to, you know, early Chinese
12 fisherman. The Italian and Maltese truck farmers.
13 And I would like to hear what the historic
14 preservation commission has to say about that; and
15 certainly memorializing the history is a very
16 important part of the EIR.

17 And, you know, some of the other effects that
18 were brought up, I'm sure will be answered in Comments
19 and Responses. You know, the issue of liquefaction
20 comes up quite often; but, you know, I think it's
21 quite well answered.

22 As it has been, whenever we consider some
23 buildings downtown and other things that are new
24 structures, that is always brought up, because we have
25 many liquefaction plains; the whole downtown San

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1 Francisco, Mission Bay.

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2 And so these, these are all areas in which,
3 you know, the answer is in how you built it, and it's
4 sturdy.

5 And then I think there was a question about
6 artists space, and I believe there is 255,000 square
7 feet that is set aside for artists' live/work, so that
8 is a fairly significant amount of space. And you
9 know, that is in there; it's in the EIR.

10 And they also talked a little bit about the
11 Fire Department. There is a fire station. I believe
12 it's on Carroll, the Bayview station. I may be wrong
13 on the street, but I would think its proximity to
14 Hunters Point is going to be adequate; particularly
15 the if we do build the bridge over Yosemite Slough,
16 which is critical.

17 And I also feel that it should be open all
18 the time, not just on game days; because if you expect
19 people to be living there, and you then tell them that
20 to get out of there, you can only get out over that
21 bridge on game days, the rest of the time you are
22 going to have to drive through the neighborhoods, to
23 me, it doesn't make a lot of sense.

24 Likewise, they have to be able to get out
25 quickly over the Indian Basin area.

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1 So these are some transportation things that
2 we need to look at in greater depth, and we certainly
3 can as this process carries forward.

4 But I think it's an extremely well-done
5 document. I think it is very, very thoroughly done.
6 And I was happy to hear all of your comments today.
7 And I am happy to hear that this area is slated for
8 what I think is going to be the largest single project
9 in the history of San Francisco, and I think that it's
10 going to be a benefit to all of the City and all of
11 us.

12 COMMISSION PRESIDENT MIGUEL: By the way,
13 those of you who feel a little warm, we have found
14 that when we are here late, after 10:00 o'clock, I
15 think the air condition goes off.

16 Commissioner Sugaya.

17 COMMISSIONER SUGAYA: Yes. To me there is a
18 couple of ways to look at the extension.

19 One, you can argue this has been going on for
20 a long time, like a lot of people have said, and that
21 there has been 177 or 200 meetings, and everything
22 else.

23 One way to look at that is then, you know,
24 what's another 45 days, right? So that is why I
25 seconded it.

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1 I also would like to know, and I don't know,
2 staff is not answering questions, I guess, but this is
3 a procedural question: What deadline, legal deadline,
4 are we up against, anyway, that forces us to shorten
5 up the -- or not shorten up, but to extend the comment
6 period?
7 Ms. Hestor showed some kind of chart, that
8 you are aiming for April or June.
9 MS. NAVARRETE: It was a goal, mostly for --
10 COMMISSIONER SUGAYA: Then there is no legal
11 reason why we can't extend it another --
12 MS. NAVARRETE: Not for CEQA. There is a
13 minimum of 30 days --
14 COMMISSIONER SUGAYA: Right
15 MS. NAVARRETE: -- and a maximum of 60 days.
16 COMMISSIONER SUGAYA: Right.
17 MS. NAVARRETE: And a maximum of 60 days.
18 COMMISSIONER SUGAYA: Right, thank you.
19 So we are not, you know, we are not caught in
20 any kind of situation like we are sometimes when the
21 Board of Supervisors, for example, sends down a piece
22 of legislation, and there is a specific amount of time
23 in which we have to act, or at least send back
24 comments; and if we don't send back comments, the
25 Board goes ahead and does what they want to without

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1 us.
2 So there does not appear to be that kind of
3 issue here; so another couple of weeks for me, for a
4 document so huge.
5 And I might mention, I don't have all of the
6 appendix documents. I don't know if we were supposed
7 to get them or not.
8 MS. NAVARRETE: They are included in the CD
9 in the back, but I would be happy to give it to you a
10 hard copy.
11 COMMISSIONER SUGAYA: I don't think there was
12 a CD in the back.
13 MS. NAVARRETE: Okay. I have a hard copy.
14 COMMISSIONER SUGAYA: It was in the third
15 volume.
16 MS. NAVARRETE: Yes. In the back of the
17 third volume; because otherwise, we would not have
18 given you three more --
19 COMMISSIONER SUGAYA: Yeah.

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20 MS. NAVARRETE: -- volumes.
21 COMMISSIONER SUGAYA: Along that line,
22 though, I did notice in the Appendix, under Cultural
23 Resources, only the Page & Turnbull report is cited.
24 Is there a reason why Circa's report is not
25 in there, also?

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1 MS. NAVARRETE: We provided those to Historic
2 Preservation Commission, but I could give those to you
3 as well. Those are reference materials that also
4 available in the file.
5 COMMISSIONER SUGAYA: Right. Okay. I'll
6 take a look on-line first if it's really long, I'll
7 ask you for a copy.
8 MS. NAVARRETE: Okay.
9 COMMISSIONER SUGAYA: Okay. And in terms of,
10 to the public, after listening to your testimony, I
11 fear that the majority of comments were so general
12 that they are not going to contribute a great deal to
13 the Response to Comments document.
14 And I don't know if you understand how this
15 works. But this was a hearing on the draft of which
16 everyone has been holding up and saying, you know,
17 they have read it.
18 I haven't read it. Anyway -- not the whole
19 thing, anyway. And I don't intend to read the whole
20 thing, because a lot of it is not within my expertise,
21 or you know, I don't understand toxics, anyway.
22 But from that standpoint, the comments that
23 were made tonight, and I would urge people to really
24 put things down in writing and send it in, and to be
25 as specific as you can; no matter whether the comment

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1 period goes to the 12th of January or into February.
2 Because in testimony, I think what happens is, you
3 cannot cover all of your points in three minutes, and
4 you cannot get really specific.
5 And so people who have talked about the toxic
6 issue have not been specific enough. And the comment
7 is going to be, we have already addressed it in the
8 Draft EIR document; that is what's going to happen.
9 Because you have not specifically said, what
10 the problem with the toxic is, what the specific
11 problems are with cultural resources.
12 Now, I know the Historic Preservation

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13 Commission is probably going to have some very
14 specific comments, because they are a commission, and
15 they have, you know, the wherewithal to do it.
16 And you all probably have the wherewithal to
17 do it, I'm sure, and if there are scientists working
18 on it or something like that, or college people, then
19 you know, you have a big advantage, and so that is why
20 I also want to allow a little bit more time.
21 But they have to be very specific. And I
22 think the testimony tonight was great in terms of
23 hearing the concerns and all; but as far as what's
24 going to happen in the final report, to my way of
25 thinking, the responses are going to be, we already

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1 covered that subject, because you have not really said
2 exactly what the problem was in the EIR.
3 And so that is why I urge all of you to go
4 back and really think about what the issues are that
5 are bothering you; not generally, but to take the
6 EIR and say, this is the problem, right here on page
7 24.
8 Thank you.
9 COMMISSION PRESIDENT MIGUEL: Commissioner
10 Lee?
11 COMMISSIONER LEE: I think Commissioner
12 Sugaya's comments are succinct.
13 Many of the issues that were discussed today,
14 I found, because of my background, were misleading and
15 technically incorrect.
16 There was some issues, a lady talked about
17 radiation and what happened at the atolls for her
18 father. That is more of a gamma radiation, instead of
19 what we found at Hunters Point Shipyard, which were
20 radium dials that were buried.
21 I myself sat over the Citizens Advisory
22 Committee and, I think '87, appointed by Dianne
23 Feinstein, at that time. Espiro Jackson, was on it.
24 Charlie Walker. Three of our past supervisors;
25 Michael Iyaki, Leslie Katz, and also Sue Bierman.

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1 My background is in the environmental area,
2 and I set up the -- I was hired actually by the
3 Feinstein administration to set up the environmental
4 program at the Health Department. I hired the lady
5 who actually did the review in lighter toxics.

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6 I sat on Hunters Point Citizen's Advisory
7 Board and the Restoration Advisory Board, along with
8 the Presidio and also Treasure Island.
9 And this whole issue about, as I have gone
10 through the document, one of the issues, I guess, was
11 brought up the difference between cap and cover. A
12 cover and cap is basically the same thing, except when
13 you cap it, you actually have a thicker wall there,
14 because what you are capping is lot more toxic than
15 what you are covering. That is basically the
16 simplistic way of looking at it.
17 And there was some lady talked about listing
18 all of the toxic chemicals. She made a mistake about;
19 Chromium 4; it does not exist as hexavalent chromium.
20 I did my thesis on the toxicity of trivalent and
21 hexavalent chromium, so I know that very well.
22 I also taught Risk Management For EPA, at
23 U.C. Davis. And so, I also worked in Washington,
24 D.C., with Department of Labor for the Occupational
25 Safety and Health Administration.

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1 I'm an expert and I'm certified for Workers'
2 Comp in toxic exposure. I'm a Certified Industrial
3 Hygienist, a Certified Safety Professional.
4 I worked with CAL Osha, I responded to
5 emergencies.
6 I set up the Hazardous Materials Ordinance,
7 under Nancy Walker at the Health Department.
8 So I think I can read this document and tell
9 you what's real and what's not real. The comments
10 that we had about a month ago, for informational
11 purposes, did not provide me with any missing
12 information with the CEQA.
13 Today I'm looking for more information and
14 have yet to find that information. As we break down
15 each category, a lot of decisions that are made in a
16 cleanup are frankly driven by CERCLA, which is the
17 Superfund Act passed by Congress, I think, back in
18 1980.
19 And we are overseen by Federal E.P.A., but
20 some of that has been delegated to the local toxics or
21 to Water Resources Control Board.
22 There are some issues about, you are worried
23 about the issue of green house gases. That, to my
24 understanding, I saw part of it being addressed a
25 little bit, and how they are going to put walls up

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1 there, where they are looking at, if it goes up about
2 a meter and a half, which is about five feet.
3 And there are other issues about, what if we
4 have an earthquake. Frankly, Hunters Point is pretty
5 much solid rock. San Francisco is built in Franciscan
6 rock.
7 There was somebody I guess from the Green
8 Party talking about asbestos being very toxic. It is
9 toxic, but Franciscan rock is the state rock, and it's
10 a different kind of asbestos, versus the asbestos that
11 you would be exposed to, which is friable and
12 nonfriable.
13 And there has always been this issue that, as
14 scare tactic, well, if you are exposed to PCB or one
15 molecule of asbestos, you will get lung cancer. If
16 that was the case, everyone in California would have,
17 especially in the Bay Area, lung cancer.
18 Because asbestos is here, it's naturally
19 occurring, along with -- someone brought the issue
20 beryllium. Beryllium will cause part lung cancer, but
21 it's naturally occurring in the Bay Area, which is
22 higher than normal levels, considered background
23 natural levels.
24 So I want through the environmental document,
25 the toxicity, the hazardous materials, the underground

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1 storage tanks. Regarding some of the biologicals done
2 there, the Navy did take a -- I saw some from the
3 data. They used to do testing, what they called the
4 plague, Pasteurella pestis.
5 We have documents that we actually had the
6 Navy go through each of the walls in the labs to
7 determine if there was any more spores or anything
8 left over from Pasteurella pestis we did find some
9 PCP's.
10 We did find some PCP's. That part has been
11 cleaned up.
12 Dago Mary's, the restaurant that was there,
13 they actually had led in their drinking water. Before
14 you could drink the water there, because of some
15 contamination, they would have to turn the water on in
16 the morning and let it run for about a half hour to
17 dilute the lead that was there.
18 So regarding the environmental impact, the
19 hazardous waste, the CERCLA, the hazardous materials,
20 I don't find any issues with that at all, in the
21 document. I have not heard anything from earlier
22 meetings, from what I have read, to lead me to believe
23 that that area has not been completed.
24 Now a couple of other questions that I have

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25 for the staff, I wanted to ask the staff. I wanted to

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1 ask the staff on -- there are the parts you talk about
2 the seismic. And -- and one of the things I can't
3 remember with the seismic area, is that, we have the
4 Hayward and San Andreas fault.

5 To my knowledge, I have yet to hear from the
6 US Geological Society -- Geological -- the
7 US Government agency, yeah, did they find any faults
8 close to Hunters Point or the shipyard or Parcel G?

9 MS. NAVARRETE: I'm not sure if we have that
10 in our document. I would have to check that.

11 COMMISSIONER LEE: Because I know you
12 addressed the liquefaction issue. But I wasn't sure
13 how close the fault lines are to -- the Parcel G is
14 what we are talking about, Phase II.

15 And my question is, I don't know if
16 Redevelopment has that. Or from what I see, I think
17 you addressed it adequately. I'm not an expert in
18 this, but I know that there were maps throughout the
19 whole city, because for insurance purposes, they do A
20 to E, that if you hide risk, especially in the Marina
21 you will pay more insurance, because you are on sand.

22 Whereas, Hunters Point, which I have been on,
23 it's on hard rock. And maybe this gentleman can
24 answer that.

25 MR. RICE: Just a brief point of

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1 clarification. Michael Rice with PBS&J.

2 I do recall that in the Soils and
3 Geotechnical chapter, we identify regional faults as
4 well as local faults. And I believe there are no
5 active fault traces in the Hunters Point area.

6 But it is all there, and it's mapped and
7 tabled.

8 COMMISSIONER LEE: Okay. And another
9 question was brought up about by biological resources,
10 and I think you -- the EIR went over it.

11 But how are you going to protect biological
12 resources on Hunters Point for Parcel G, which we are
13 really doing the CEQA on.

14 Could redevelopment staff, or the mayor's
15 office or whoever is here, can answer that?

16 MS. NAVARRETE: We will have to respond in
17 the Comments and Responses. We don't have a

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18 biological expert here today.
19 COMMISSIONER LEE: Okay. Because that was
20 brought up by somebody, or two other people there.
21 And regarding, there was a comment about
22 falsification of air sampling. I think I read that in
23 the newspaper a couple of years ago.
24 And I think that the community was in an
25 uproar, either the batteries died or they didn't

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1 actually analyze correctly.
2 Can you explain exactly how is that
3 applicable to the EIR?
4 MS. NAVARRETE: Well, we do have mitigation
5 measures in the EIR under the Air Quality section
6 for -- for -- to prevent those types of air quality --
7 And those are all standard mitigation measures. They
8 are not necessarily mitigation measures. They are
9 required by the city for any dust release. And it's
10 all part of the building code for any water. You have
11 to constantly water the site during any excavation
12 work.
13 COMMISSIONER LEE: So I assume it's been
14 corrected? Once that happen a few years ago, there
15 has not went any issues with the air monitoring
16 protocols at Hunters Point?
17 MS. JOY NAVARRETE: That is not part of this
18 project.
19 It's a previous project that is ongoing,
20 that's under Construction, so I'm not familiar with
21 that.
22 COMMISSIONER LEE: Okay. But that has no
23 applicability? If someone testified that because the
24 air monitor results were either wrong or falsified,
25 that led me to believe that might have affected what

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1 we are doing with the EIR?
2 MS. JOY NAVARRETE: That is not applicable
3 for this EIR. But we are going to prevent that type
4 of problem with the DEIR.
5 COMMISSIONER LEE: Right. Okay, thank you.
6 Hey, Mr. Bloom? Saul?
7 SAUL BLOOM: Yes, sir?
8 COMMISSIONER LEE: The question is, earlier
9 on, you and I talked in the hallway about extending
10 the comment period. But I asked you earlier, I need

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11 something to say, why should we extend it even to the
12 12th of January if the information, from my
13 perspective, seems to be adequate, and --
14 You have to come to the podium, sorry.
15 SAUL BLOOM: Oh, do I?
16 COMMISSIONER LEE: Yes.
17 SAUL BLOOM: Okay.
18 COMMISSIONER LEE: -- and so I want to know,
19 is there something that I'm missing.
20 SAUL BLOOM: Again, if I might have the
21 question again, sir?
22 COMMISSIONER LEE: Well, so, I asked you --
23 we were talking about, out in the hallway earlier
24 about extending it.
25 And I said to you, I need to have having here

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1 that lets me believe that I really don't understand
2 the CEQA document, and that it is not -- is not
3 inconsistent with all of the other CEQA documents that
4 we have already done through the Planning Department.
5 This CEQA document is just a little more
6 complex because it's the Superfund, all right? Aside
7 from that, I have not found any or any public
8 testimony that would lead me to believe that we
9 haven't addressed those issues. And that is why I'm
10 askin you to come here and let me know, what am I
11 missing?

12 SAUL BLOOM: Well, I think in terms some of
13 our concerns that we are identifying right now, there
14 is disagreements with the transportation analysis that
15 was provided by the City and its consultants, with
16 regard to timing of transit through the slough area
17 with the impacts upon traffic.

18 Off of the bridge area, and the nonbridge
19 alternatives, and we felt that that transportation
20 analysis was not well done. It under counted -- it
21 overcounted the amount of impacts in the community.
22 It did not equally address the Alternative 2 question
23 with regard to how the transit was going to be further
24 improved by the presence of the bridge.

25 We were concerned about the questions about

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1 biological assets; both on the Candlestick site and
2 the Hunters Point Shipyard site.
3 We were concerned about the adequacy of the

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4 characterization of the non shipyard environmental
5 contaminant areas. There are a number of known
6 contaminant sites outside of the Hunters Point
7 Shipyard site, but still within the Candlestick Point
8 project area that we didn't find well enough
9 characterized.

10 We didn't find the characterization of the
11 locations of transportation assets near habitats that
12 were in the restoration areas for the State Park
13 adequately characterized.

14 We did not find the relationship of the
15 habitat of the peregrine falcons, for example, in
16 terms of its habitats and requirements forward chain
17 in the area well enough characterized.

18 And then there were additional questions
19 about the location of facilities and sites and that
20 sort of thing on the property.

21 COMMISSIONER LEE: Right --

22 SAUL BLOOM: I also think that --

23 COMMISSIONER LEE: -- but part of this issue,
24 you are making it broader than -- this EIR is for
25 Parcel G.

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cont'd.

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1 SAUL BLOOM: No.

2 COMMISSIONER LEE: Part of it, you look at
3 the impact.

4 But the other part of it, if you looked out
5 into the water, actually Hunters Point self -- has
6 capped itself, because we get a lot of the debris that
7 comes out from the Sacramento Basin that actually
8 keeps some of the toxins out.

9 And, as a fact, we have done fish testing. I
10 have been out in a boat, maybe not with you, to look
11 at the fishing out there, we have done studies out
12 there.

13 So even with the biological stuff, I look for
14 something that you could tell me, what I need to do.
15 You have the questions, okay?

16 From my perspective, I'm legally bound to
17 look at the CEQA document, am I satisfied, did we
18 recover all the alternatives?

19 You came to Planning, I guess, or
20 Redevelopment, in January and said, you were not doing
21 this. Redevelopment, in January, said, okay, maybe
22 you are right, we look at the other alternatives.

23 So I need something, for myself, to
24 rejustify, why should we extend it to even January the
25 12th?

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1 SAUL BLOOM: Well, I guess the question,
2 Mr. Lee, is first, (a), we would disagree that the
3 issue is primarily with regard to Parcel G. The issue
4 has to do with the entire 700-plus acre site.

5 And there is the coalition and housing in
6 areas we are quite concerned about. For example, with
7 regard to dust control, the same conditions that
8 prevail on Parcel A, the Hunters Point Hill, prevail
9 in Alice Griffith.

10 There is some questions about how the dust
11 control is going to be managed. As you know, Arc
12 Ecology has not been as concerned about the asbestos
13 issues as some others because of some of the work that
14 we have done on the dust control areas.

15 We want to see similar kinds of quality of
16 work done within the Environmental Impact Report and
17 the review of that, and ask the Redevelopment Agency
18 former contractor that helped establish the dust
19 control machine that was set up on Parcel A, we still
20 have concerns with how that is going to be addressed
21 on the Alice Griffith area.

22 And furthermore, with regard to liquefaction,
23 there remains some concerns. The Hunters Point
24 Shipyard is not entirely bedrock. The bedrock area
25 consists of Hunters Point Hill, and it consists of the

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1 toe of Hunters Point Hill, out into San Francisco Bay
2 that comprises a portion of Parcel C at this point.

3 Parcel B, Parcel D, Parcel E, are all
4 landfill. The panhandle is landfill. As is the
5 Candlestick portion of that area, so there is some
6 concerns about the adequacy and characterization of
7 that.

8 I could go into further commentary about it,
9 but the reason why I did not focus on that subject
10 matter was my own staff of professionals and
11 scientists are still gathering their data to inform my
12 testimony, which is why we ask for more time.

13 That is the crux of the issue. In terms of
14 competence of the document, we think that the document
15 has some way to go before we would concur that the
16 document was currently competent and not challengeable
17 under the California Environmental Quality Act.

18 And I think it's the responsibility of the
19 Commission to ensure that the document you approve
20 will stand the test of CEQA. And at this point, it is
21 my professional recommendation to you that it does
22 not.

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23 So that is why we are asking for additional
24 time; and I could provide you with additional data on
25 that. But as I said, my own staff, my own scientists,

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1 my own technicians are in the process of compiling
2 their review of it and cross-checking other
3 information that is in the public record right now,
4 some information that was not provided on the EIR.
5 So my apologies to other individuals here --
6 COMMISSIONER LEE: I think this dialogue is
7 important because, you know, I don't care the date and
8 all that. My view on the CEQA document itself is the
9 data behind it, did we address the alternatives; this
10 is what we are supposed to look at.

11 And you have raised questions, and some of
12 these have been raised before, but the question is, is
13 there something there we are actually missing? I
14 still haven't seen anything in two public testimonies
15 of about eight hours, that I may be missing. And
16 maybe I don't know what I'm missing.

17 But I want to thank you for your comments,
18 and I appreciate your coming out.

19 SAUL BLOOM: I would really encourage you to
20 look at the Transportation section with regards to the
21 impacts on the industrial areas and the Yosemite
22 Slough Bridge.

23 One very, very specific weakness in the area
24 section that has substantial impacts on the
25 surrounding community. They are not well

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1 characterized. And we are going to be going to great
2 length on that when we have the opportunity to provide
3 written comment to this Commission.

4 But thank you very much for your time.

5 COMMISSIONER LEE: Thank you.

6 COMMISSION PRESIDENT MIGUEL: Commissioner
7 Antonini,

8 COMMISSIONER ANTONINI: I just wanted to
9 also -- I guess if Joy Navarrete could just answer
10 now, I think you had a comment on the comment period,

11 MS. JOY NAVARRETE: Yes, I did.

12 COMMISSIONER ANTONINI: -- and I think you
13 had said a minimum of 30 days and a maximum of 60 days
14 is what's customary.

15 MS. JOY NAVARRETE: Right, that's according

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16 to the CEQA.
17 COMMISSIONER ANTONINI: So this --
18 MS. JOY NAVARRETE: And I just wanted to
19 clarify that the January 12th date has already
20 effectively been extended by the Redevelopment
21 Commission.
22 COMMISSIONER ANTONINI: Right.
23 MS. JOY NAVARRETE: And you can move to --
24 COMMISSIONER ANTONINI: -- extend to that
25 date?

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1 MS. JOY NAVARRETE: -- just to affirm that.
2 COMMISSIONER ANTONINI: In fact that is one
3 more than 60, I think it's 61 days, but that would
4 probably be okay, if my math was right on the two
5 months. November has 30 days.
6 A. It is 61 days.
7 Q. Okay, thank you. That answers that
8 question.
9 Just a couple of other things I didn't bring
10 up. There were a couple of inaccuracies I found in
11 the document; these are minor points, but I think it's
12 kind of important to me. I happened to notice that
13 there was not a mention of the fact, when they are
14 talking about possible 49er stadium, and the days that
15 would be possible, they didn't mention Thursday night
16 games, which now you know, we have.
17 And in fact it is important, because we can
18 have those weeknight games here, unlike some other
19 possible sites that are being considered that cannot
20 have weeknight games.
21 So, I think that that is important.
22 And also, a very small point is that they
23 said Candlestick Park opened for the 1959 baseball
24 season, it was actually 1960. So to correct the
25 record, we have those things.

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1 And one this other thing I did want to
2 mention, I thought I would hear a lot more of this
3 today. I read this, and I was looking at all of these
4 transportation pieces; like the interchange at
5 Highway 101, nobody brought that up, it seems like a
6 good idea to me; it's about 50 years overdue.
7 And also the widening of Harney Way, which
8 sounds, you know, like a very good idea, allowing for

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9 light rail along there, as well as a bike path, a
10 walking path, and enough room for the traffic.
11 One concern I had, if you look at the plan,
12 the future plan makes a very sharp right angle turn
13 where Jamestown is now, and into Giants Drive, which
14 will eventually be Arelious Walker; and then over the
15 bridge, over the slough.
16 And I think that has to be more of a gradual
17 turn, if you are going to run traffic on that, it's
18 going to be very slow if everybody has to stop and
19 make a left-hand turn.
20 And it's easy to rectify, and certainly as
21 long as Candlestick is there, you won't be able to,
22 but if, in fact, the new stadium built, then you can
23 use part of the parking lot, and make a more gradual
24 turn. So anyway, that is a suggestion on that part of
25 it.

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1 And the other thing I wanted to mention, is
2 that the parking analysis does understate a little bit
3 the availability of parking surrounding the new
4 stadium. There is 700 acres.
5 You know, you have a lot of flexibility. But
6 you also have all these privately owned lots, or you
7 have lots that are currently being used that are park
8 land.
9 So you have a lot of flexibility, and I'm
10 sure you can, if necessary, you can have the 20,000
11 parking places that are now available. Multi-use
12 fields, of course on most of them, so they can be used
13 for playing fields, also.
14 And I guess my other question is, and I don't
15 know if it's addressed here, is can you barbecue on
16 the multi-use field? That is an important issue for
17 tailgaters.
18 I mean, I understand that they do quite well,
19 and they have been used in other areas; so I think we
20 want to bring that point up.
21 And those are the main points. Thank you.
22 COMMISSION PRESIDENT MIGUEL: I just want to
23 remind everyone of the hour, because we have to get
24 cars out of the garage.
25 Commissioner Ulague.

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1 COMMISSIONER ULAGUE: I just didn't want to

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2 leave anyone with the impression that I have not read
3 through the document. I have read through this
4 document. I have read through the Pacific Place
5 document. And I read through the other Draft EIR that
6 we saw, the Market Street project, so I don't want to
7 leave anyone with that impression.

8 But I do want to remind people that it's not
9 just about us making the decision up here; it's about
10 allowing the members of the public to weigh in during
11 the holiday season, and I'm used to reading EIR's, so
12 I know where to go, how to read them, how to analyze
13 them.

14 And if I were a member of the public, and
15 this were the first EIR document that I ever had to
16 analyze, I think that I would want more time to really
17 do an adequate job. And I think, again, it's out of
18 respect for the public that I would ask for that
19 extension period. Because it's very complicated stuff
20 and I really want to applaud members of the public for
21 taking the time to educate themselves and their
22 neighbors about the contents of this document and to
23 really be good citizens, so I want to thank you for
24 being good citizens and doing you due diligence.

25 COMMISSION PRESIDENT MIGUEL: Commission

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1 Moore, please? Commissioner Moore?

2 COMMISSIONER MOORE: Given the size of the
3 land area, its history, and the size of the project,
4 which will sit on it, combined with the comments heard
5 today, not all of them necessarily contributing to
6 draft EIR, but being comments which need to be
7 analyzed, and I believe that the summary that we just
8 got from Arc Ecology is driving it home for me.

9 I have worked with Arc Ecology on Treasure
10 Island and have seen this phenomenal amount of
11 knowledge which has broadened the understanding of
12 that project over the nine years that I have been on
13 the Citizens Advisory there.

14 So I take, really, with a lot of caution;
15 and having spent ten years on it, and adding another
16 30 days will not make a bit of a difference; however,
17 if it increases the level of comfort by which the
18 questions which were asked are being answered, then I
19 think every hour in those 30 or 40 days will be worth
20 our while, because it will make it in the end more
21 easy for us to take the responsibility to approve this
22 EIR.

23 And I would be feeling more empowered by
24 having every stone left unturned to find answers, even
25 if some questions are not answerable. And I would

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1 leave it with that and support Commissioner Olague's
2 motion to extend the comment period to early February.
3 COMMISSION PRESIDENT MIGUEL: Commissioner
4 Sugaya?
5 COMMISSIONER SUGAYA: Yes.
6 I would just like to point out that, even
7 though we are trying to divorce ourselves from Lennar,
8 it is Lennar's plan that this DEIR is concerned with.
9 So you can't remove -- I mean, you can remove Lennar
10 as the company, if you want to do that, but in fact
11 this plan is Lennar's plan.
12 It isn't the plan from Forest City. It isn't
13 the plan from Sun Tech Development, or whoever is
14 trying to do Alameda.
15 And so, I think we are concerned with a
16 preferred project, and a preferred project has some
17 alternatives, which -- some of which I believe are --
18 not some of which are, an alternative which I would
19 like to see, which I will put in writing a submit
20 separately, I think the HPC commission is also
21 concerned about.
22 And so my area is really more in cultural
23 resources, and so my comments will probably be more
24 limited to that area.
25 But I would like to say that, you know, there

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1 is a plan, and that plan has a developer at the
2 moment. Now maybe if that developer goes away, we
3 still have the EIR, and it will be about a specific
4 plan, which another developer, if that happened, if
5 they want to choose to do so, could go forward with.
6 If they changed their mind, and there were
7 major changes, then we would have to do it again. And
8 that is one thing.
9 And just to reiterate, I'm supporting
10 Commissioner Moore's comment and Commissioner Olague.
11 COMMISSION PRESIDENT MIGUEL: Commissioner
12 Borden.
13 COMMISSION BORDEN: Again, if we weren't
14 going to have a Transportation Plan document coming
15 out to look at, and then the EIF statement, I would
16 feel differently, but those statements, those are
17 going to be going on concurrent, and we aren't going
18 to get through all of this.
19 I think regardless, we are not going to be

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20 deciding anything in April. I would be very surprised
21 if we were. But the point is, if we didn't have these
22 concurrent conversations that are going to retarget
23 the same issues that we are talking about, I just feel
24 like we are going to continue having the same
25 conversation.

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1 I think the transportation study will be a
2 great place to kind of further vet the transportation
3 issues. I think it was great that Mr. Bloom sat up
4 here, because now his specific points can be actually
5 attacked in the Comments, because he was very
6 specific.

7 But that is -- that is my rational. Because
8 we have to -- city staff has to respond to all of
9 these comments in every iteration of this document;
10 whether it's the draft transportation plan we are
11 talking about, or the EIS documents, we are still
12 going to still be -- They are going to have multiple
13 response.

14 MR. SUGAYA: But that is my concern, because
15 this EIR is this EIR. It ain't the transportation EIR,
16 and it ain't the EIS, right? And this document
17 becomes legal in and of itself for the subjects that
18 it covers.

19 And you know, whatever the EIS says, that is
20 a federal document, so that's something else and it's
21 under different rules and it's got different things.

22 I mean, cultural resources in an EIS doesn't
23 even concern itself with what's eligible for the
24 California Register.

25 It's only concerned with Federal Register

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1 Natural Historic Landmarks.

2 That is a much higher level, much -- you
3 know, much loftier goal to reach than -- than what's
4 in this CEQA document, because what may be eligible
5 for the national -- for the California Register, for
6 example, may not be the similar case for the National
7 Register.

8 So they are different documents, and that is
9 why I think we should concentrate on this one at the
10 moment.

11 COMMISSION BORDEN: Well, I guess the only
12 reason I'm -- someone already said they were going to

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13 sue us and they were going to appeal the document, so
14 I think we will be having this conversation a few more
15 times, was my only point.
16 COMMISSION PRESIDENT MIGUEL: Commissioner
17 Antonini.
18 COMMISSIONER ANTONINI: Yes. I think it's
19 really simple.
20 I think you have until the 28th to ask the
21 question. You have had since the 12th to, you know,
22 read the document and formulate your questions.
23 And, you know, if you are really interested,
24 you would have gotten the documents and read them all,
25 and apparently you have, because you are here

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1 testifying.
2 But you still have more time, and in fact I'm
3 even willing to go to the 12th the January to ask the
4 question, of which, there will be a period of time our
5 staff work very hard to answer every single comment
6 that has been made up until now and up until the
7 closing date of comments. And then it will all be
8 heard again.
9 And so I don't really see the necessity to
10 extend this any further than the 12th. I mean, I
11 think there is plenty of time. If you are interested,
12 you'll get it done.
13 COMMISSION PRESIDENT MIGUEL: Commissioner
14 Olague.
15 COMMISSIONER OLAGUE: Again, I'm going to
16 just support my own motion.
17 COMMISSIONER MOORE: I would like to remind
18 the Commission that not everybody in the public has
19 this document in their hands. They have to go to the
20 library. And that is not always possible. Not
21 everybody has this thing, carrying it around with
22 them, and I do think it would give people more time to
23 indeed go to a computer and find it
24 SECRETARY OF COMMISSION: Mr. President,
25 just a point of clarity for myself. Commissioners

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1 keep talking about the 28th and the 12th. My
2 understanding is that the Redevelopment Agency
3 Commission has extended the comment period to January
4 12th.
5 COMMISSION PRESIDENT MIGUEL: Correct.

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6 SECRETARY OF COMMISSION: The 28th is no
7 longer before you. So if you are going to extend, you
8 don't have to take a motion to extend to the 12th.
9 But the motion on the floor before you is to extend to
10 February 4th. Is that correct, Ms. Navarrete?
11 MS. NAVARRETE: That is correct. And I would
12 like to make one clarification. I misspoke earlier.
13 CEQA requires a minimum of 45 days review when there
14 is a state agency involved.
15 COMMISSION PRESIDENT MIGUEL: Okay. There is
16 a motion on the floor.
17 SECRETARY OF COMMISSION: The motion on the
18 floor, Commissioner, is to extend the written comment
19 period to February 4th. That does not mean that
20 you'll have another public hearing; but you have
21 extended -- you will be extending the written comment
22 period to close of business on February 4th, 2010.
23 On that motion, Commissioner Antonini.
24 COMMISSIONER ANTONINI: No.
25 SECRETARY OF COMMISSION: Commissioner

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1 Borden?
2 COMMISSIONER BORDEN: No.
3 SECRETARY OF COMMISSION: Commissioner Lee?
4 COMMISSIONER LEE: No.
5 SECRETARY OF COMMISSION: Commissioner Moore?
6 COMMISSIONER MOORE: Aye.
7 SECRETARY OF COMMISSION: Commissioner
8 Sugaya?
9 COMMISSIONER SUGAYA: Aye.
10 SECRETARY OF COMMISSION: Commissioner
11 Olague?
12 COMMISSIONER OLAGUE: Aye.
13 SECRETARY OF COMMISSION: Commissioner
14 Miguel?
15 COMMISSION PRESIDENT MIGUEL: No.
16 SECRETARY OF COMMISSION: That motion fails
17 on a vote of 3 to 4, with Commissioners Antonini,
18 Borden, Lee, and Miguel voting against.
19 COMMISSIONER ANTONINI: I just have a
20 question, a procedural question.
21 COMMISSION PRESIDENT MIGUEL: Commissioner
22 Antonini.
23 COMMISSIONER ANTONINI: So the procedural
24 question is, our period is automatically extended to
25 the 12th because Redevelopment has done so. We would

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1 not necessarily have to that, is that right?
2 MS. JOY NAVARRETE: That is correct. You
3 would just be affirming that.
4 COMMISSIONER ANTONINI: Okay.
5 MS. JOY NAVARRETE: That extension.
6 COMMISSIONER ANTONINI: Do we have to have a
7 separate motion to do that extension?
8 MS. JOY NAVARRETE: No, you don't.
9 COMMISSIONER ANTONINI: Okay, thank you.
10 SECRETARY OF COMMISSION: Commissioner, in
11 the absence of a substitute motion, this -- there is
12 no extension beyond January 12th, 2010, for this, for
13 written comment.
14 COMMISSION PRESIDENT MIGUEL: Right.
15 SECRETARY OF COMMISSION: And with that, the
16 public hearing is concluded.
17 (Whereupon, the Planning Commission hearing
18 continued with matters unrelated to Hunters Point.)
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1 CERTIFICATE OF REPORTER
2 I, Veena Marie Puccinelli, a Certified
3 Shorthand Reporter, hereby certify that the foregoing
4 proceedings were taken in shorthand by me at the time
5 and place therein stated, and that the said
6 proceedings were thereafter reduced to typewriting, by
7 computer, under my direction and supervision;
8 I further certify that I am not of counsel or
9 attorney for either or any of the parties to the said
10 proceedings, nor in any way interested in the event of
11 this cause, and that I am not related to any of the
12 parties thereto.
13
14 DATED: _____
15
16
17
18 _____
19 VEENA MARIE PUCCINELLI, CSR 7652
20
21
22
23
24

■ Transcript SFPC: San Francisco Planning Commission (12/17/09)

Note that the transcript pages contain numbering on the right margin that indicates page numbering within the transcript itself; separately, there are the bracketed and numbered comments.

Response to Comment SFPC-1

Refer to Responses to Comments 39-1 through 39-7 with regard to comments from the Historic Preservation Commission.

Response to Comment SFPC-2

The comment is acknowledged. No response is required.

Response to Comment SFPC-3

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. The comment will be forwarded to the decision makers for their consideration prior to approval or denial of the Project.

Response to Comment SFPC-4

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. Refer also to Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]) for a discussion of the impacts of the Yosemite Slough bridge on wildlife. Refer to Master Response 4 (Purpose and Benefits of the Yosemite Slough Bridge) for a discussion of the purpose and benefits of the proposed bridge over the slough.

Response to Comment SFPC-5

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-6

This comment contains general introductory remarks about the history of the commenter's family and HPS that are not a direct comment on the environmental issues or the content or adequacy of the Draft EIR. No response is required. The commenter's belief that the project will result in environmental cleanup is acknowledged.

Response to Comment SFPC-7

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR. Refer to Response to Comment 96-1 for a discussion of the other opportunities for providing public comment prior to publication of the Draft EIR. Refer to Response to Comment 85-5 for a discussion of the extensive

planning process for the Project. Lastly, refer to Section III.H (Air Quality) of the Draft EIR for a discussion of potential impacts related to air quality.

Response to Comment SFPC-8

Refer to Master Response 8 (Sea Level Rise) regarding flood protection and Master Response 6 (Seismic Hazards) regarding seismic hazards.

Response to Comment SFPC-9

The transportation impact analysis described in the Draft EIR does account for the additional population that would be associated with the new homes. The impact analysis is based on the increased travel demand associated with the Project, which includes 10,500 new residential dwelling units, 885,000 square feet of new retail, 150,000 square feet of new office, 100,000 square feet of new community services uses, a 220-room hotel, 336 acres of new public parks, a new NFL stadium, a new arena, and a 300-slip marina.

Response to Comment SFPC-10

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-11

This comment contains introductory or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment SFPC-12

Refer to Responses to Comments 48-3 and 96-2 for discussions pertaining to the selection and analysis of alternatives, and modifying Alternative 3 to provide more housing, respectively.

Response to Comment SFPC-13

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-14

Refer to Response to Comment 5-2 for revised Figure III.B-1, page III.B-3, of the Draft EIR which has been revised to switch the label colors between Residential and Commercial/Industrial. The text in this section is correct regarding these land uses.

Response to Comment SFPC-15

Refer to Master Response 9 (Status of the CERCLA Process), Master Response 10 (Pile Driving through Contaminated Soil), Master Response 11 (Parcel E-2 Landfill), Master Response 12 (Naturally Occurring Asbestos), Master Response 13 (Post-Transfer Shipyard Cleanup), Master Response 14 (Unrestricted Use

Alternative), Master Response 15 (Proposition P and the Precautionary Principle), Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues), and Master Response 17 (Enforcement of Environmental Restrictions and Mitigation Measures) regarding cleanup of HPS to residential standards. Refer to Response to Comment 48-3, which states that infeasible alternatives need not be considered (CEQA Guidelines Section 15126.6) including, in this case, alternatives requiring remediation of the Project site to below levels required by the existing regulatory regime, as inferred by the commenter.

Response to Comment SFPC-16

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Refer to Responses to Comments 1-1 and 85-5 and Response to Comment 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-17

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-18

Section III.D (Transportation and Circulation) pages III.D-31 through III.D-154 of the Draft EIR describes the transportation-related impacts associated with the Project, including improvements proposed by the Project and the impacts associated with Project-generated vehicle traffic.

Response to Comment SFPC-19

Refer to Chapter III, Section III.H for the evaluation of Air Quality Impacts evaluated in the Draft EIR.

Response to Comment SFPC-20

Section III.D (Transportation and Circulation) pages III.D-31 through III.D-154 of the Draft EIR describes the transportation-related impacts associated with the Project, including improvements proposed by the Project and the impacts associated with Project-generated vehicle traffic.

Refer to Master Response 5 (Health of Bayview Hunters Point Community) about public health issues in the HPS and Bayview neighborhood.

Response to Comment SFPC-21

Refer to Master Response 5 (Health of Bayview Hunters Point Community) about public health issues in the HPS and Bayview neighborhood and Master Response 7 (Liquefaction) for a discussion of buildings in liquefiable areas. Site-specific final design geotechnical studies will be performed to determine what

engineering and construction measures need to be implemented to mitigate any poor soil conditions, including collapse potential, if present.

The portion of this comment about healthy schoolchildren contains opinion that is not a direct comment on the environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment SFPC-22

The comment that the EIR is very important and requires a high level of attention is noted.

Response to Comment SFPC-23

Refer to Master Response 5 (Health of Bayview Hunters Point Community) for a discussion of the Shipyard and the factors that contribute to health disparities in the community. Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the Navy cleanup. Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of chemicals that would remain following cleanup. The remainder of this comment lists general information about various chemicals and their carcinogenic properties, and is not a direct comment on the environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-24

Refer to Master Response 7 (Liquefaction), Master Response 4 (Sea Level Rise), Master Response 11 (Parcel E-2 Landfill), and Master Response 13 (Post-Transfer Shipyard Cleanup) for discussion about the interrelationships among potential liquefaction, sea level rise, and toxics. Refer to Impacts HZ-1a and HZ-2a and mitigation measures MM HZ-1b and MM HZ-2a.1 for further details.

Response to Comment SFPC-25

Refer to Master Response 5 (Health of Bayview Hunters Point Community) for a discussion of the Shipyard and the factors that contribute to health disparities in the community. This comment also contains closing remarks that are not a direct comment on the environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-26

Refer to Master Response 5 (Health of Bayview Hunters Point Community) for a discussion of the Shipyard and the factors that contribute to health disparities in the community. Refer to Master Response 7 (Liquefaction) for a discussion of construction of buildings and how toxics may be affected in liquefiable areas. Refer to Master Response 6 (Seismic Hazards) for a discussion of construction of buildings and how toxics may be affected in seismically active areas.

Response to Comment SFPC-27

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-28

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-29

Refer to Master Response 1 (SB 18) for a discussion of consultation with the Native American community under SB 18.

Response to Comment SFPC-30

The commenter expresses concern over wetlands in the Yosemite Slough area and the importance of wetlands in supporting fish nurseries. Section III.N provides an analysis (in Impacts BI-4a, BI-4b, and BI-4c) of the potential impacts to wetlands and other jurisdictional waters (including those in the Yosemite Slough area), and identifies mitigation measures proposed to avoid or minimize those impacts to less-than-significant levels.

With respect to the protection of fisheries within the Bay, fishery resources are managed through the regulation of EFH. As stated on page III.N-36 of the Draft EIR:

The tidal aquatic habitats adjacent to the Project site are considered EFH by NMFS for a species assemblage that includes anchovies, sardines, rockfish, sharks, sole, and flounder.

Section III.N (Biological Resources) provides an analysis (in Impacts BI-12a, BI-12b, and BI-12c) of the potential impacts to EFH, and identifies mitigation measures proposed to avoid or minimize those impacts to less-than-significant levels.

Response to Comment SFPC-31

Soil will be imported from the Bay Area and sources within reasonable transportation distance of the Project site. This transportation could be by truck, by barge, or by other method. The Construction Traffic Management Program specified by mitigation measure MM TR-1 would establish approved haul routes. California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), has identified procedures to minimize the possibility of introducing contaminated soil onto a site that requires imported fill material. In addition, Amendments to San Francisco Health Code Article 31, to include all of Hunters Point Shipyard, will require the preparation of a Soil Importation Plan that describes the procedures to be used to ensure that imported soil does not exceed established thresholds. For sea level rise refer to Master Response 8 (Sea Level Rise).

Response to Comment SFPC-32

The comment is acknowledged. No response is required.

Response to Comment SFPC-33

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-34

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-35

Refer to Master Response 7 (Liquefaction) for a comprehensive discussion of liquefaction hazards. Refer to Master Response 8 (Sea Level Rise) and Responses to Comments 36-2, 57-1, and 58-3 for a comprehensive discussion of the sea level rise documents reviewed, the levels of sea level rise taken into account for various Project components, and the plan to provide flood protection if higher levels of sea level rise occur.

In reference to Appendix Q1 of the Draft EIR (Water Supply Assessment for the Project), the commenter indicates that many people do not understand the definition of an aquifer. The term “aquifer” is used in the discussion of San Francisco’s groundwater basins. Page 1-10 of Appendix Q1 of the Draft EIR states that the City and County of San Francisco are located over seven groundwater basins and that the basins are open to the Pacific Ocean or San Francisco Bay. The seven groundwater basins in San Francisco are illustrated in the figure below (note that the Westside Basin and the North Westside Basin are considered one basin).

The groundwater basins contain aquifers. An aquifer is a geologic formation consisting of saturated rock or sediment that can store groundwater and also move significant quantities of groundwater to wells and/or springs. As requested by the commenter, a figure has been prepared to illustrate the seven distinct aquifers in San Francisco, showing that all of them connect to the Pacific Ocean and to the Bay (refer to Figure C&R-18 [Groundwater Basins in San Francisco and Northern Peninsula]).

Response to Comment SFPC-36

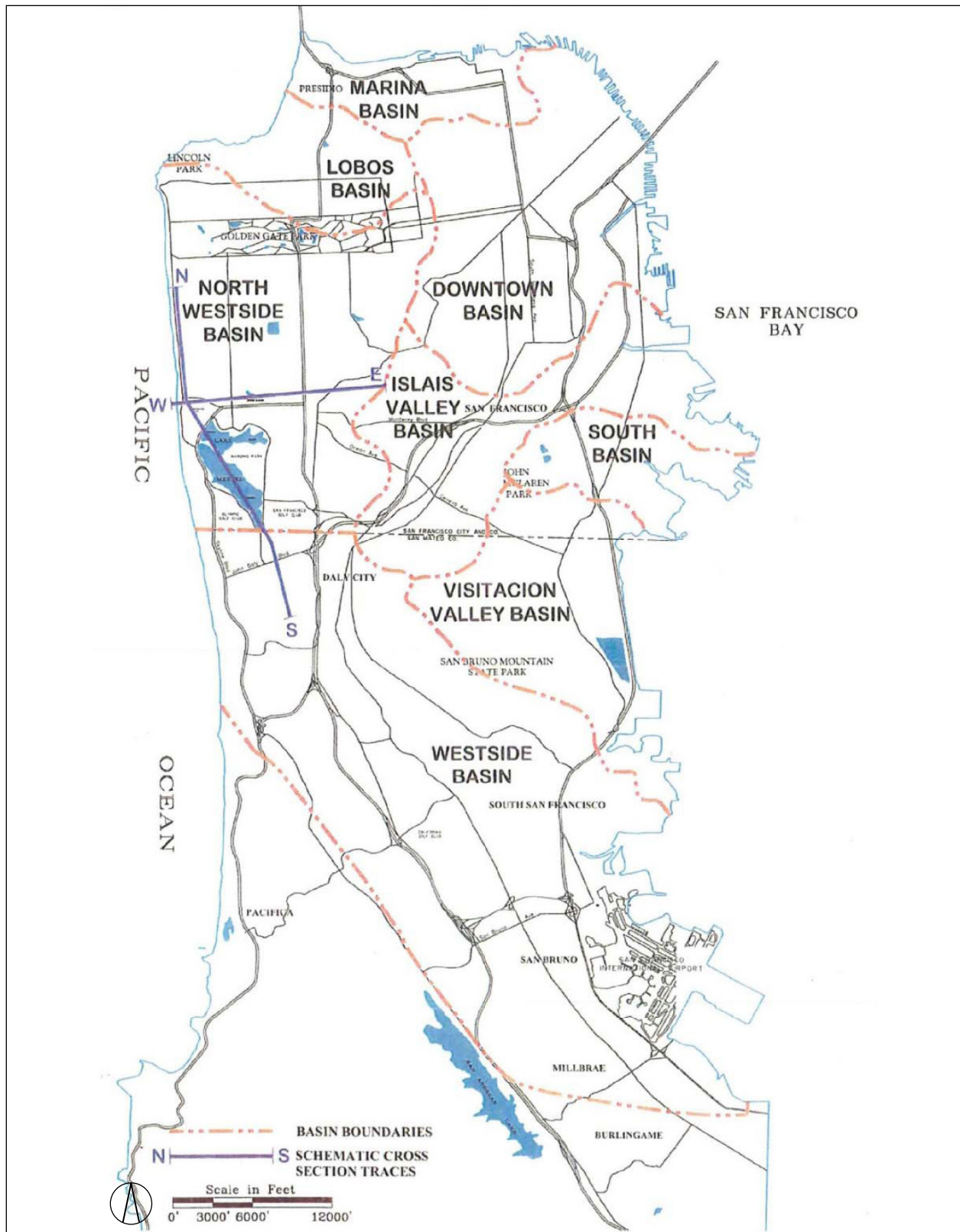
This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-37

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-38

Refer to Response to Comment 47-61 for a discussion of the process being undertaken by the Navy with respect to complying with the requirements of the NEPA and other federal agency processes to meet NEPA requirements.



SOURCE: San Francisco Public Utilities Commission, 2005, North Westside Groundwater Basin Management Plan, Final Draft, April; PBS&J, 2010.

PBS&J 04.16.10 02056 | JCS | 10

FIGURE C&R-18

Candlestick Point — Hunters Point Shipyard Phase II EIR
**GROUND WATER BASINS IN SAN FRANCISCO AND
 NORTHERN PENINSULA**

Response to Comment SFPC-39

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy's progress on the cleanup of hazardous materials on the Shipyard. Refer to Master Response 13 (Post-transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials after parcel transfer. Refer to Master Response 15 (Proposition P and the Precautionary Principle) for a discussion of how Proposition P and the Precautionary Principle apply to the Shipyard cleanup.

Response to Comment SFPC-40

The Draft EIR is not "pre-committing to a certain plan." Instead, as stated on page I-7 of the Draft EIR:

As stated in Section 15121(a) of the CEQA Guidelines, an EIR is an "informational document" intended to inform the Board of Supervisors, Agency Commission, Planning Commission, other public agencies with discretionary authority over aspects of the Project, the general public, the local community, and other organizations, entities, and interested persons of the scope of the Project, significant environmental effects of the Project, possible measures to avoid or minimize the significant effects, and a reasonable range of feasible alternatives to the Project. The Agency and the City must consider the information in this EIR and make certain findings with respect to each significant effect identified in this EIR. The Agency and the City will use the information in the EIR, along with other information available through the public review processes, to determine whether to approve, modify, or disapprove the Project, or a Project alternative, and to specify applicable environmental mitigation measures as part of the Project approvals.

Ultimately, the Project may be approved by agencies with discretionary authority over the Project. Any discretionary actions on the Project can only occur if the EIR is certified by the Lead Agencies, in this case the City/County of San Francisco and the Agency, as being completed in compliance with CEQA and the CEQA Guidelines.

The EIR does represent an independent evaluation of the environmental impacts of the Project. The Lead Agencies have principal responsibility for carrying out or approving a project and preparing the appropriate CEQA review document for the Project, even if a third-party consultant is used. Ultimately, the document is authored by the lead agencies and not the Applicant.

An EIS is separately being prepared by the Navy (as the Lead Agency under the *National Environmental Policy Act*) for the Hunters Point portion of the Project site. Refer to Response to Comment 47-61 for a full discussion of why separate CEQA and NEPA documents are being prepared.

With respect to Proposition G, it was a voter-sponsored initiative, and not an initiative put on the ballot by the City or the Agency, that was not subject to CEQA. Further, Proposition G, Section 5, recognized that any development proposal for the area would be subject to extensive public review, including environmental review under CEQA, before receiving any formal approvals.

Response to Comment SFPC-41

Refer to Master Response 12 (Naturally Occurring Asbestos) for a discussion of monitoring and sampling that would occur during soil-disturbing activities. Refer to Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues) for a discussion of the notice that

would be given to property owners, residents, and neighbors on environmental restrictions and other cleanup issues.

Response to Comment SFPC-42

Refer to Response to Comment 50-14 regarding the use of a portion of the Project site for a stadium.

Response to Comment SFPC-43

The Draft EIR evaluated existing and future public service levels (including fire protection) in Section III.O Public Services. With regard to fire protection services, “construction of a new SFFD facility on land designated for community-serving uses on the Project site would allow the SFFD to maintain acceptable response times for fire protection and emergency medical services. Construction of 100,000 gsf of community facilities, which could include a new SFFD facility, has been included as a component of the Project” (Draft EIR page III.O-22). Therefore, a new fire department facility is proposed as part of the Project and would be constructed to address impacts from implementation of the Project.

Response to Comment SFPC-44

Impact TR-34 on Draft EIR pages III.D-119 and III.D-120 presents the assessment of impacts related to increased traffic volumes on area roadways on pedestrian circulation and safety. Impact TR-31 on Draft EIR page III.D-117 presents the impact assessment on bicycle circulation. There are a number of factors that contribute to increased pedestrian-vehicle and bicycle-vehicle collisions, and the number of collisions at an intersection is a function of the traffic volumes, travel speeds, intersection configuration, traffic control, surrounding land uses, location, and the number of pedestrians and bicyclists. The Project would not result in a substantial change in the street network, and would include street improvements that would enhance pedestrian and bicycle travel through the area. Overall, pedestrian and bicycle access and the environment would improve within and in the vicinity of the Project site, and Project impacts would be less than significant.

Response to Comment SFPC-45

The comment is acknowledged. No response is required.

Response to Comment SFPC-46

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy’s progress on the cleanup of hazardous materials. Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup. Refer to Master Response 12 (Naturally Occurring Asbestos) for a discussion of the asbestos monitoring and control measures implemented during soil-disturbing activities. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials following parcel transfer.

Response to Comment SFPC-47

The comment is acknowledged. No response is required.

Response to Comment SFPC-48

Refer to Master Response 1 (SB 18) for a discussion of consultation with the Native American community under SB 18.

Response to Comment SFPC-49

This comment contains introductory or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment SFPC-50

Refer to Master Response 1 (SB 18) for a discussion of consultation with the Native American community under SB 18.

Response to Comment SFPC-51

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy's progress on the cleanup of hazardous materials. Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup. Refer to Master Response 12 (Naturally Occurring Asbestos) for a discussion of the asbestos monitoring and control measures implemented during soil-disturbing activities. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials following parcel transfer.

Response to Comment SFPC-52

The Project would be required to incorporate energy saving programs in accordance with state and local policy's that would reduce the use of energy and water. These measures include compliance with Title 24, the *City of San Francisco General Plan*, and the City's Green Building Ordinance. Compliance with Title 24 standards and implementation of energy-efficiency measures would result in 15 percent less electricity use than projects that comply with minimum Title 24 requirements only. In addition, the Project would be required to comply with the City's Green Building Ordinance. Individual buildings would incorporate various green building specifications to meet the Green Building Ordinance and, in some cases, seek LEED® certification, or an equivalent certification for these buildings. To reduce peak demand on existing electricity infrastructure and to further State and local renewable energy policies, the Applicant would implement renewable energy strategies, such as the use of photovoltaic cells to provide electricity; the use of solar thermal energy to provide space cooling with the use of absorption systems; and/or water for space heating and domestic water systems.

The City's threshold also considers whether the Project's energy consumption would be wasteful. The efficiency measures proposed under the Project would result in building envelope consumption of at least 15 percent less electricity than a project that would not implement such measures. Further electricity savings would be anticipated as a result of the Project's compliance with the Green Building Ordinance, installation of ENERGY STAR® appliances, and the Project's voluntary implementation of LEED® ND standards. However, because the Project Applicant's commitment to implement energy reductions and voluntary green building practices (beyond the measures required in the City's Green Building

Ordinance) is preliminary and not based on actual building designs, mitigation is necessary to reduce potential electricity use impacts to a less-than-significant level. Mitigation measure MM GC-2, which requires the Project Applicant to exceed the 2008 Title 24 energy-efficiency standards for homes and businesses by at least 15 percent, mitigation measure MM GC-3, which would require installation of ENERGY STAR® appliances for builder-supplied appliances, and mitigation measure MM GC-4, which would require installation of energy-efficient lighting, would reduce electricity consumption impacts to less than significant.

Response to Comment SFPC-53

The commenter does not provide evidence to support the comment that the transportation analysis in the Draft EIR is faulty. The comment is noted and no response necessary.

Response to Comment SFPC-54

This comment contains anecdotal and general information and is not a direct comment on the environmental issues or the content or adequacy of The Draft EIR. No response is required.

Response to Comment SFPC-55

This comment contains introductory or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-56

Refer to Response to Comment 43-4 for a discussion of potential property acquisitions associated with roadway improvements identified for the Project.

Response to Comment SFPC-57

The reference in the Draft EIR to the 54-Felton operating on Palou Avenue was a typographical error. The statement should have referred to the 44-O'Shaughnessy. Refer to Response to Comment 65-20 for revisions to text.

Response to Comment SFPC-58

As described in the Draft EIR in Impact TR-22 (pages III.D-106 through III.D-109), and also mentioned in Response to Comment 52-6, current plans call for the extension of overhead trolley wires along Palou Avenue into the Hunters Point Shipyard Transit Center. The current plans for extension of transit service into the Project site call for the 23-Monterey to be extended in the near-term because it would not require construction of overhead wires and would offer similar service to Third Street, where riders could transfer to the 24-Divisadero. The extension of the 24-Divisadero into the project site would occur later in the development process.

Response to Comment SFPC-59

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy's progress on the cleanup of hazardous materials. Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup, including radiologically impacted materials, and the removal versus capping evaluation process. Under CCR Title 27, Section 21090, all closed landfills are required to have an engineered landfill cap if landfill materials are left onsite. The landfill cap is intended to maintain a protective seal and keep moisture and rain from penetrating the landfill waste and prevent exposure of the public and the environment to the disposed waste. If the Navy proposes and US EPA concurs that an engineered cap may be placed on top of the landfill in order to prevent unsafe exposures from chemicals allowed by the regulators to be left on site, operation and maintenance plans will be developed and be required to be carried out to monitor for and repair potential breaches should they occur. Any breach of cover would be required to be repaired so that no long-term health risks would occur. Parcel E-2 is planned for open space use and would not include construction of large water mains. However, emergency response plans will be carried out following events such as a water main break to investigate for potential problems such as leakage into homes. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials following parcel transfer.

Response to Comment SFPC-60

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-61

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-62

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-63

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-64

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-65

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-66

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-67

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-68

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-69

Refer to Master Response 9 (Status of the CERCLA Process), Master Response 10 (Pile Driving through Contaminated Soil), Master Response 11 (Parcel E-2 Landfill), Master Response 12 (Naturally Occurring Asbestos), Master Response 13 (Post-Transfer Shipyard Cleanup), Master Response 14 (Unrestricted Use Alternative), Master Response 15 (Proposition P and the Precautionary Principle), Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues), and Master Response 17 (Enforcement of Environmental Restrictions and Mitigation Measures) regarding hazardous materials on the Shipyard, Proposition P, and a full cleanup alternative for the Shipyard. The remainder of the comment contains opinion, and no further response is required.

Response to Comment SFPC-70

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-71

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-72

Comment noted. No response is required.

Response to Comment SFPC-73

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-74

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy's progress on the cleanup of hazardous materials. Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials following parcel transfer.

Response to Comment SFPC-75

Refer to Master Response 8 (Sea Level Rise) for a discussion of sea level rise effects on movement or exposure to hazardous materials and mitigation measures. Also provided in Master Response 8 is a discussion of how Candlestick Point and Hunters Point Shipyard will be protected into the future from flooding.

Refer to Master Response 15 (Proposition P and the Precautionary Principle) and Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the project site cleanup of hazardous materials.

Refer to Master Response 7 (Liquefaction) for a discussion of the potential hazards related to liquefaction.

Response to Comment SFPC-76

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-77

Refer to Master Response 1 (SB 18) for a discussion of consultation with the Native American community under SB 18.

Response to Comment SFPC-78

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy's progress on the cleanup of hazardous materials. Refer to Master Response 12 (Naturally Occurring Asbestos) for a discussion of the asbestos monitoring and control measures implemented during soil-disturbing activities. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials following parcel transfer.

Response to Comment SFPC-79

Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup. Refer to Master Response 15 (Proposition P and the Precautionary Principle) for a discussion of how Proposition P and the Precautionary Principle apply to the Shipyard cleanup.

Response to Comment SFPC-80

With regard to the comment that Double Rock is contaminated, Double Rock is part of the Candlestick Point site, and as explained in Section III.K.2 on pages III.K-5 through III.K-8 of the Draft EIR, there are no known areas of contamination requiring remediation on the Candlestick Point site. Refer to Response to Comment SFPC-129 for a discussion of the characterization and potential hazards at Candlestick Point.

Response to Comment SFPC-81

Refer to Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]) for a discussion of the impacts of the Yosemite Slough bridge on wildlife.

Response to Comment SFPC-82

Refer to Master Response 3 (Impacts of the Project on the Yosemite Slough [Biological Resources]) for a discussion of the impacts of the Yosemite Slough bridge on wildlife. Refer also to Responses to Comments 61-7, 73-6, and 81-8 for a discussion of the water quality of the Yosemite Slough as a result of construction and/or operation of the Yosemite Slough bridge.

Response to Comment SFPC-83

Refer to Master Response 5 (Health of Bayview Hunters Point Community) for a discussion of the Shipyard and the factors that contribute to health disparities in the community.

Response to Comment SFPC-84

This comment contains introductory, closing, or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-85

This comment contains introductory or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment SFPC-86

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-87

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-88

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-89

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-90

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-91

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-92

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-93

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-94

Refer to Master Response 7 (Liquefaction), Master Response 8 (Sea Level Rise), Master Response 11 (Parcel E-2 Landfill), and Master Response 13 (Post-Transfer Shipyard Cleanup) for discussion about the interrelationships among potential liquefaction, sea level rise, and toxic soils. Refer to Master Response 2 (Potential Native American Burial Sites) for a discussion about historic Ohlone sites.

Response to Comment SFPC-95

Refer to Master Response 12 (Naturally Occurring Asbestos) for a discussion of the problems that occurred in Phase I regarding dust control and how these problems have been addressed, and also for a discussion of the mitigation measures applicable to naturally occurring asbestos for Phase II. Refer to

Master Response 17 (Enforcement of Environmental Restrictions and Mitigation Measures) for a discussion of oversight and enforcement.

Response to Comment SFPC-96

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-97

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFPC-98

This comment is not a comment on the technical adequacy of the environmental analysis of the Project. This is a policy issue that will be identified herein for review by decision makers during the Project approval process.

Response to Comment SFPC-99

The comment is acknowledged. No response is required.

Response to Comment SFPC-100

This comment contains opinion and anecdotal information that are not direct comments on the environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment SFPC-101

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-102

Refer to Master Response 8 (Sea Level Rise) and Responses to Comments 36-2, 57-1, and 58-3 for a comprehensive discussion of the sea level rise documents reviewed, the levels of sea level rise taken into account for various Project components, and the plan to provide flood protection if higher levels of sea level rise occur.

Response to Comment SFPC-103

Refer to Master Response 15 (Proposition P and the Precautionary Principle) for a discussion of how the City of San Francisco's Precautionary Principle applies to the Project.

Response to Comment SFPC-104

Refer to Master Response 1 (SB 18) for a discussion of consultation with the Native American community under SB 18.

Response to Comment SFPC-105

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-106

The Historical Radiological Assessment (HRA), discussed in Section III.K.2 beginning on page III.K-27 of the Draft EIR, addressed the potential for experimental animal bodies containing radiological contamination in Section 6.36 (“Animal Studies”), on pages 6-34. According to the HRA:

Carcasses of animals that were not radioactively contaminated were disposed of as waste, usually through a vendor who specialized in animal disposal, although there is evidence that they were also discarded in the on-site landfill. An incinerator was constructed for use by NRDL for disposal of animal remains and wastes. ... The carcasses that had been dosed with radioactive material were considered radioactive waste and their disposal was carefully controlled. In the early days, they were drummed and buried at sea with other radioactive waste. When sea disposal was no longer an option, the radioactive carcasses were disposed of at a licensed off-site facility with other radioactive waste.

The primary purpose of the HRA was to investigate the radiological contamination of the area and designate sites as “impacted” or “non-impacted.” The overall conclusion was that low levels of radioactive contamination existed at certain sites within HPS, but there was no imminent threat or substantial risk to tenants, the environment of HPS, or the local community (Section III.K.2, page III.K-27). In Impact HZ-6b, the Draft EIR acknowledges that soil movement of soil containing hazardous material could result in impacts from human exposure from dust. This impact is rendered less than significant with mitigation through the legally enforceable environmental restrictions required to be in place before any Project development occurs (refer to Impact HZ-6b, page III.K-68). As the Draft EIR explains, such restrictions will incorporate dust control measures, and will be approved by the FFA Signatories as being sufficient under CERCLA and other applicable laws to ensure protection of human health and the environment both during and after the development activities (Section III.K.4, pages III.K-50 and III.K-68). Additionally, regulatory agency approved work plans developed for directing this work will include measures for controlling site access, monitoring workers, screening materials for radionuclides, and handling radiologically impacted material appropriately, if present. Refer to Impacts HZ-1b, HZ-2a.2, HZ-8, HZ-10, HZ-12, and HZ-15 and mitigation measures MM HZ-1b, MM HZ-2a.2, and MM HZ-10b for further details.

Response to Comment SFPC-107

Refer to Master Response 5 (Health of Bayview Hunters Point Community) for a discussion of the Shipyard and the factors that contribute to health disparities in the community. Refer to Master Response 6 (Seismic Hazards) for a construction of buildings and how toxics may be affected in seismically active areas. Refer to Master Response 7 (Liquefaction) for a discussion of the hazards of

liquefaction. Refer to Master Response 9 (Status of the CERCLA Process) Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the current status of the Navy's progress on the cleanup of hazardous materials. Refer to Master Response 11 (Parcel E-2 Landfill) for a discussion of the landfill investigation and cleanup. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of the cleanup of hazardous materials following parcel transfer.

Response to Comment SFPC-108

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-109

Refer to Responses to Comments 1-1 and 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFPC-110

The Draft EIR was distributed through the State Clearinghouse to the California Air Resources Board, Department of Boating & Waterways, California Highway Patrol, Caltrans District 4, Department of Conservation, Department of Education, California Fish & Game Region 3, Forestry & Fire Protection, Housing & Community Development, Integrated Waste Management Board, Native American Heritage Commission, Office of Emergency Services, Office of Historic Preservation, California Parks & Recreation, Public Utilities Commission, Regional Water Quality Control Board (Region 2), State Lands Commission, the SWRCB, the Department of Toxic Substances Control, and the Department of Water Resources. Local agencies and commissions such as the S.F. Bay Conservation and Development Commission, BAAQMD, the City of Brisbane, and San Mateo County also received copies of the Draft EIR. All agencies and commissions who commented on the Draft EIR are listed in Section D (List of Persons Commenting) of this Comments and Responses document.

Response to Comment SFPC-111

Refer to Responses to Comments 66-15 and 66-16 for a discussion of the currently existing cap and landfill gas collection system for Parcel E-2 and cleanup alternatives. Refer to Master Response 9 (Status of the CERCLA Process) and Master Response 12 (Parcel E-2 Landfill) for a discussion of cleanup alternatives.

Response to Comment SFPC-112

The grade elevation of 3'6" is proposed to deal with sea level rise, not hazardous materials. For a discussion of whether sea level rise could potentially affect dispersion of hazardous materials existing on site, refer to Master Response 8 (Sea Level Rise). The Navy may, prior to transfer and as part of its remedial program, raise the existing grade by placing soil covers or engineered caps in some locations. Once the Navy's remedial program is complete, the Project development calls for further raising the grade, as necessary, to assure that all structures are at a grade elevation of 3'6" above current grade to address sea level rise.

Response to Comment SFPC-113

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the Navy remediation. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of remediation activities that would take place after transfer of the Shipyard parcels to the Agency and/or City. Refer to Master Response 14 (Unrestricted Use Alternative) for a discussion of cleanup of the entire site to unrestricted use standards.

Response to Comment SFPC-114

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the Navy remediation. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of remediation activities that would take place after transfer of the Shipyard parcels to the Agency and/or City. Refer to Master Response 14 (Unrestricted Use Alternative) for a discussion of cleanup of the entire site to unrestricted use standards.

Response to Comment SFPC-115

Refer to Master Response 15 (Proposition P and the Precautionary Principle) for a discussion of the relationship of Proposition P and the Precautionary Principle to the Project.

Response to Comment SFPC-116

Text on Draft EIR page I-5 has been revised to include a discussion of Proposition P and how it relates to the Project:

Proposition P (approved by the voters of San Francisco on November 7, 2000) called upon the Navy to remediate HPS to the highest levels practical to ensure flexible reuse of the property. The Board of Supervisors subsequently passed Resolution 634-01, adopting Proposition P as official City policy and urging the Navy and US EPA to take actions to implement Proposition P. The Resolution (1) recognizes that the unrestricted cleanup standard called for in Proposition P identifies a cleanup level acceptable to the community; (2) urges the Navy and FFA regulatory agencies not to rely on barriers to protect future occupants and the public from exposure to pollution, unless other remedies are technically infeasible, and (3) urges the Navy to clean up the Shipyard in a manner fully consistent with the Reuse Plan and with remedies that do not make implementation of the Reuse Plan economically infeasible.

Proposition P states a desired result that the Navy and regulators achieve in carrying out the cleanup of the Shipyard. Proposition P and the subsequent Board resolution are not directly applicable to the Project because the Navy cleanup, and decisions made by the regulators about the cleanup, is not part of the Project. Adoption and implementation of the Project would not be inconsistent with, and would not change, the City's stated desire that the Navy clean up HPS in a manner that allows flexible reuse, does not rely on barriers to protect the public from exposure unless other remedies are technically infeasible, is consistent with the Reuse Plan and does not render the Reuse Plan economically infeasible to implement. Proposition P is a general statement of policy and addresses the type of clean-up remedy that the Navy should select and the regulators should approve for HPS. The ROD for a parcel sets forth the selected remedy. Under the early transfers envisioned at the Shipyard, all radiological cleanup will be completed and RODs issued. The Navy already has issued RODs for Parcels B, D-1, UC-1, UC-2, and G. Further, the Navy already has conducted substantial remediation. Thus, by the time the Navy offers parcels being considered for early transfer to the Agency (with concurrence of US EPA and the Governor of

California) the remedy already will have been selected and significant remediation completed. In the case of the first early transfer being considered—for Parcels B and G, the Navy also will have prepared (and the regulators will have approved) the remedial design documents.

Response to Comment SFPC-117

Refer to Responses to Comments 8-1, 27-1, 27-2, 38-1, 38-2, 40-1, 52-8, 56-1, 56-2, 56-3, 56-4, 56-5, 56-6, 56-7, 56-8, 62-1, 62-2, 62-3, 63-1, 73-10, 73-11, 73-15, 74-1, 74-4, 78-1, 84-12, 89-1, 89-3, 104-1, SFPC-29, SFPC-48, SFPC-50, SFPC-77, SFPC-104, and SFRA2-2 with regard to the Muwekma Ohlone people and the consultation process, as well as Master Response 1 (SB 18) and Master Response 2 (Potential Native American Burial Sites) for a discussion of Native American issues.

Response to Comment SFPC-118

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the Navy remediation. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of remediation activities that would take place after transfer of the Shipyard parcels to the Agency and/or City. Refer to Master Response 14 (Unrestricted Use Alternative) for a discussion of cleanup of the entire site to unrestricted use standards. Refer to Master Response 15 (Proposition P and the Precautionary Principle) for a discussion of compatibility of the Project with the policy statement of Proposition P.

Response to Comment SFPC-119

Refer to Master Response 9 (Status of the CERCLA Process) for a discussion of the remediation that is the responsibility of the Navy. Refer to Master Response 13 (Post-Transfer Shipyard Cleanup) for a discussion of remediation activities that would take place after transfer of the Shipyard parcels to the Agency and/or City.

Response to Comment SFPC-120

Refer to Responses to Comments 82-24 through 84-33 and 82-60 for a discussion of game-day traffic and transit. Refer to Master Response 4 (Purpose and Benefits of the Yosemite Slough Bridge) for a discussion of the purpose and benefits of the proposed bridge over the slough. Section III.D (Transportation and Circulation) provides a comprehensive analysis of the existing and future conditions in the Bayview Hunters Point neighborhood with and without the Project. Refer to Master Response 18 (Traffic Mitigation Measures) for a comprehensive discussion of proposed traffic-related improvements to improve traffic throughout Bayview Hunters Point. While light rail is not currently proposed as part of the Project, the bridge has been designed to be able to accommodate future light rail; in the event that a light rail system is proposed in the future, its potential environmental impacts would be studied under CEQA and otherwise approved by the appropriate public agencies.

Response to Comment SFPC-121

Light rail is not currently proposed as part of the Project; however, the bridge has been designed to be able to accommodate future light rail; in the event that a light rail system is proposed in the future, its potential environmental impacts would be studied under CEQA and otherwise approved by the appropriate public agencies.

Response to Comment SFPC-122

Refer to Response to Comment 17-1 regarding what would be required to open the bridge to all traffic.

Response to Comment SFPC-123

The October 2009 Historic Resources Evaluation report prepared by Circa for the Project has been added to this document as Appendix J2 (CIRCA, Historic Resources Survey, October 2009).

Response to Comment SFPC-124

Active Bay Area faults are depicted on Figure III.L-2 (Regional Fault Map), Draft EIR page III.L-5, and in Table III.L-3 (Active Bay Area Faults), Draft EIR page III.L-15. Active faults capable of producing strong groundshaking exist near the Project site. Most notable of these faults are the San Andreas, San Gregorio, and Hayward Faults. There are no active fault traces beneath the Project site. The design-level geotechnical investigations to be performed must include site-specific seismic analyses to evaluate the peak ground accelerations for design of Project components, as required by Chapter 16 (Structural Design) and Chapter 18 (Soils and Foundations) of the SFBC. Based on the seismic analyses, structure designs would be modified or strengthened and constructed to the highest feasible seismic safety standards, consistent with the requirements of the SFBC.

Response to Comment SFPC-125

A comprehensive discussion of impacts of the Project on biological resources is contained in Draft EIR Section III.N (Biological Resources). Numerous mitigation measures would be implemented to protect biological resources. Refer to Master Response 3 (Impacts of the Project on the Yosemite Slough [Biological Resources]) for a specific discussion of the impacts of the proposed bridge on biological resources in the Yosemite Slough.

Response to Comment SFPC-126

Refer to Responses to Comments 47-42 for a discussion of the mitigation measures to address fugitive dust. The control measures applied in the Draft EIR relating to fugitive dust are appropriate and are consistent with the *San Francisco Health Code* and BAAQMD CEQA Guidelines. The mitigations are not optional and are required by the City of San Francisco, as discussed on Draft EIR page III.H-16. The analysis in the Draft EIR was not based on any air sampling data, whether correct or incorrect, from HPS Phase I.

Refer also to Master Response 12 (Naturally Occurring Asbestos).

Response to Comment SFPC-127

Refer to Master Response 4 (Purpose and Benefits of the Yosemite Slough Bridge) and Responses to Comments 47-4 and 82-30, which describes the estimate of BRT travel times around Yosemite Slough. Refer to Responses to Comments 82-24 through 82-68 regarding analysis of Alternative 2. Refer to Response to Comment 43-2 regarding the change in the BTIP project's environmental review schedule.

Response to Comment SFPC-128

The commenter's concerns regarding biological assets on Candlestick Point and HPS are noted.

Response to Comment SFPC-129

As stated in the Draft EIR, based on previous studies and publicly available information, there are no known hazardous materials release sites requiring remediation at Candlestick Point (Section III.K, pages III.K-5 through III.K-8). However, the Draft EIR recognizes the possibility hazards could nevertheless exist, and Impacts HZ-1a and HZ-2a and the corresponding mitigation measures outline the processes for investigation, mitigation, and contingency planning for unknown contaminants.

The Draft EIR's characterization of the area in Candlestick Point is in accord with environmental investigations that took place in 1998, 2006, and 2009 (as detailed in Section III.K, pages III.K-6 through III.K-8), as well as the public databases of DTSC and SWRCB (refer to page III.K-8). The 1998 investigation, conducted by Geomatrix Consultants, Inc., involved extensive soil and groundwater sampling throughout much of the Project area. A human health risk evaluation concluded the chemicals detected did not pose a significant carcinogenic or non-carcinogenic risk. MACTEC conducted the 2006 and 2009 investigations as a Phase I Environmental Site Assessment for Candlestick Point, during which no releases or areas of recognized environmental conditions were detected. Consistent with these studies, there are currently no known unremediated or active hazardous materials release sites at Candlestick point appearing on either the DTSC's EnviroStor online database, or the SWRCB's Geotracker online database (refer to Section III.K, page III.K-8).

Impacts HZ-1a and HZ-1b acknowledge the potential for exposure to previously unknown hazardous material from development activity in areas with high concentrations of Bay fill (in particular, areas bayward of the 1851 high tide line) and throughout Candlestick Point (Section III.K, pages III.K-53 through III.K-54, III.K-58). The corresponding mitigation measures provide mechanisms to improve knowledge of potential hazards, mitigate where necessary, and develop contingency plans for unexpected hazards. In compliance with the requirements of San Francisco Health Code Article 22A, mitigation measure MM HZ-1a requires the Project Applicant further assess current on-site conditions before development and prepare a mitigation plan if the investigation indicates the presence of a hazardous materials release. Additionally, mitigation measures MM HZ-2a.1 and 2a.2 provide for the creation of contingency plans and site-specific health and safety plans to address the possible encounter with unexpected hazards. Those plans will be implemented as conditions for any applicable site development permits. Refer to Impacts HZ-1a and HZ-2a and mitigation measures MM HZ-1a, MM HZ-2a.1, and MM HZ-2a.2 for further details.

Response to Comment SFPC-130

The commenter suggests that the habitat requirements and food chain of the peregrine falcons using HPS were not well described in the Draft EIR. This species forages in and over a wide variety of habitats, including urban areas and bay/shoreline habitats. This species' ability to live and breed in large cities or on remote cliffs indicates that its habitat requirements are not particularly narrow, and it is known to feed on a wide variety of avian prey. The crane on which peregrine falcons nest on HPS will be

retained by the Project, and ample foraging habitat and prey will continue to be present on the site after Project development.

Response to Comment SFPC-131

Refer to Response to Comment 48-3 for a discussion of alternatives considered and rejected for the EIR.

Response to Comment SFPC-132

Refer to Response to Comment 47-42 regarding dust mitigation measures (mitigation measure MM HZ-15). Refer also to Impact AQ-2c, which is provided on Draft EIR page III.H-26, for a discussion of DPM effects at Alice Griffith Public Housing.

Response to Comment SFPC-133

Refer to Master Response 7 (Liquefaction) for discussion about liquefaction.

Response to Comment SFPC-134

Refer to Master Response 11 (Parcel E-2 Landfill) and Master Response 13 (Post-Transfer Shipyard Cleanup) for discussion about landfill sites.

Response to Comment SFPC-135

Refer to Response to Comment 48-3 for a discussion of alternatives considered and rejected for the EIR.

Response to Comment SFPC-136

Refer to Master Response 3 (Impacts of the Project on Yosemite Slough Bridge [Biological Resources]), Master Response 4 (Purpose and Benefits of the Yosemite Slough Bridge), Master Response 18 (Traffic Mitigation Measures), and Responses to Comments 15-1, 21-1, 22-2, 44-2, 47-4, 47-7, 47-13, 47-14, 47-31, 47-53, 47-58, 47-69, 47-73, 47-103, 47-104, 47-110, 47-111, 51-2, 54-1, 59-1, 59-3, 61-2, 64-3, 65-5, 65-11, 81-4, 81-5, 82-28, 82-29, 82-31, 82-32, 82-33, 82-34, 82-50, 82-56, 82-57, 86-12, 90-3, 103-15, SFRA1-19, SFRA1-82, SFPC-110, and SFRA2-22, among others, for a comprehensive discussion of the traffic impacts of the Project.

Response to Comment SFPC-137

As noted on page 5 of the Traffic Impact Analysis (Draft EIR Appendix D), the existing Candlestick Park stadium typically hosts up to 12 games per year, including eight regular season games, two pre-season games, and, for teams that qualify for playoffs, two postseason games. Professional football games on the west coast are typically scheduled for 1:00 P.M. on Sundays, from September through early December. The post-season runs into January and games can be played on either Saturday or Sunday. At the conclusion of the college football season in late November, a few NFL games are played on Saturdays, as are some pre-season games. Successful teams typically play at least one Monday night (6:00 P.M.) game, and the 49ers have had at least one such home game in each of the past several seasons. Occasionally (no more than once per year), Sunday games are held at 5:00 P.M. In rare circumstances,

football games are played on Monday or Thursday nights; however, since this typically occurs no more than twice per season at most, the analysis of the football stadium impacts was conducted for more typical Sunday afternoon conditions. The traffic, air quality, and noise impact analyses were based on 49er game day travel demand estimates for 12 sellout games, when all 69,000 seats are sold. For secondary events at the stadium, a maximum of 20 total occurrences per year with 37,500 spectators was analyzed, which reflects events such as a rock concert. Assuming an approximate weekday evening start time of about 7:00 P.M., the weekday PM peak hour (5:00 to 6:00 P.M.) was analyzed for pre-event conditions to address impacts associated with possible secondary events on evening commute traffic conditions.

Response to Comment SFPC-138

It is acknowledged that the Candlestick Park stadium opened in April 1960.

Response to Comment SFPC-139

Comment noted. With respect to the intersection of Arelious Walker Drive and Jamestown Avenue, the intersection would be reconfigured as a four-legged intersection and would be controlled by a new signal to facilitate traffic flow, as illustrated by a Figure C&R-7 (Location of New Traffic Signals) and further described in Response to Comment 43-20.

During non-game days, Tables III.D-10 through III.D-12 of the Draft EIR (which reflect AM conditions, PM conditions, and Sunday conditions, respectively, for both 2030 No Project and With Project conditions) indicates that this intersection would operate at an acceptable level of service using the significance criteria provided on pages III.D-31 and III.D-32 of the Draft EIR.

During game days, this signals would be either manually controlled from within the Stadium's Transportation Management System or by an on-site Traffic Control Officer to allow for efficient egress of game attendees from the stadium.

Response to Comment SFPC-140

The parking analysis in the Draft EIR provided a conservative estimate of parking that would be available with the Project. As noted on Draft EIR page III.D-1, the parking analysis focused on three subareas where the stadium game day parking would occur including the on-site and off-site lots, as well as residential streets adjacent in Little Hollywood, India Basin and Bayview/Candlestick Point. The available privately owned off-street parking facilities serve the employees and visitors to the businesses adjacent to them and are not available for general public parking (refer to Draft EIR page III.D-21).

Response to Comment SFPC-141

Barbecuing would be allowed on the multi-use fields.

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■ Transcript SFRA2: San Francisco Redevelopment Agency (1/5/10)

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Letter SFRA2

COMMISSION SECRETARY: This is Item 3, Matters of Unfinished Business. We have one item continued from the December 15th, 2009 meeting, Item A, "Public hearing to hear all persons interested in the Candlestick Point-Hunters Point Shipyard Phase 2 Draft Environmental Report." Mr. Director.

DIRECTOR BLACKWELL: Thank you, and Happy New Year to everybody. This item, 3A, will be presented by Stanley Muraoka, who is the environmental review officer for the agency.

MR. MURAOKA: Thank you, Director Blackwell, President Swig, members of the Commission. I'm Stan Muraoka, the agency's environmental review officer. The item before you is a continued public hearing on the adequacy of the draft environment impact report for the proposed Candlestick Point-Hunters Point Shipyard Phase 2 development plan project. This item was continued from your meeting on December 15th, 2009.

The hearing is solely to hear public testimony on the adequacy of the draft EIR in evaluating the likely adverse environmental impacts of the proposed project. No commission action is scheduled.

The public comment period for the draft EIR began on Thursday, November 12th, 2009, and ends on Tuesday, January 12th, 2010. After January 12th, the agency and planning department staff will prepare and publish a comments and responses document of the public comments from the hearings and written comments received during the public comment period along with staff responses to the comments.

At this time, I respectfully ask that you open up the public hearing on the adequacy of the draft EIR.

PRESIDENT SWIG: Thank you very much. Before I ask Madam Secretary with regard to speaker cards, I would like to, one, restate that comment will be we respectfully ask that your comment be restricted to two minutes; secondly, if there's any overflow, please overflow into the first floor north right corridor; and thirdly, when we held this hearing last week, I was reminded by several of the commissioners that we got off track and that we deviated.

I remind you that this hearing is solely to hear public testimony on the adequacy of the draft EIR and evaluating the likely adverse environmental effects of the proposed project. Last week there was a lot of deviation from that which we were supposed to be discussing. So if there is deviation today, I will respectfully reserve the right to interrupt any speaker and remind them of that fact, and I request that you please stay on topic. Thank you very much for that. Madam

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Secretary, do you have any speaker cards?

COMMISSION SECRETARY: Yes, Mr. President, I have 27 cards. The first speaker, Espanola Jackson, followed by Francisco DaCosta and then Jim Lazarus.

MS. JACKSON: Good afternoon. My name is Espanola Jackson, Bayview Hunters Point, and I am here to talk about the inadequacies

PRESIDENT SWIG: We need the speaker on, please. The microphone on, please.

MS. JACKSON: One of the things that has not been completed is transportation. I have a grave concern. Those of you who have never lived in Bayview Hunters Point do not know about the Bayview Hunters Point. I would like to inform you that 80 percent of the EIR is dealing with land fill. What has occurred is that you have not been involved with the South Bayshore plan which my community starts from Caesar Chavez to Highway 100 (sic) from Bayshore to the Bay. The shipyard is in back of where I live in the back.

All the homes are in the front. And whatever occurs it occurs going through the properties of the homeowners in Bayview Hunters Point. I don't know if you all were watching last week about what was happening overseas in Australia about the water rising and people losing their million-dollar homes there.

As came out last week, that the cause of the climate change we are going to have eight feet of water in Bayview Hunters Point. They have maps.

I would like some of you to send a representative to the hearings because they are asking for people who is going to be making decisions about building and construction to actually come back and let you all know and let the community know exactly what is going on.

Another thing is and the plan is supposed to be the Mishe Mokwa Ohlone Tribe, so I have to take this hat off and put on another. I am the liaison and spokesperson for the Mishe Mokwa Ohlone Tribe, and they are not included in this plan, and they are supposed to be because they were recognized -- they are recognized by the City of San Francisco, the Human Rights Commission, Board of Supervisors, and everyone else. Thank you very much.

PRESIDENT SWIG: Thank you very much.

MR. DACOSTA: My name is Francisco DaCosta, and I agree with the Chair that the comments before you today should focus on this 4,400 pages. And since it is so important that

SFRA2-1

SFRA2-2

SFRA2-3

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we focus on this 4,400 pages during this holiday season, we need a further extension. The reason is very simple. A lot of the areas that have to be -PRESIDENT SWIG: Keep your comments to the subject matter of the EIR, please. MR. DACOSTA: It is. PRESIDENT SWIG: Not to the extension. MR. DACOSTA: The reason being a lot of the areas mentioned in the draft EIR have not been fully evaluated, not only at the shipyard, but outside of the shipyard.

SFRA2-3
cont'd.

The second thing is this draft EIR does not incorporate the baseline on climate change, flooding. The latest thing that has to be incorporated because we are talking about 10,500 homes. And if you don't incorporate this, then what happens is everything fails.

SFRA2-4

We are in this draft EIR talking about accommodating 30,000 people, yet we haven't addressed in detail transportation issues that adversely impact this whole area.

SFRA2-5

Now, there's a state law that says that on every huge development there has to be at least 20 percent conservation of energy, conservation of water. It hasn't been incorporated.

SFRA2-6

Now, for this reason, this draft EIR because the foundation is so weak, has so many cracks, it has to go back and they have to start all over again. Thank you very much.

SFRA2-7

MR. LAZARUS: Good afternoon, Commissioners. Jim Lazarus, Vice President of the San Francisco Chamber of Commerce. The Chamber of Commerce represents 1,500 businesses of all sizes throughout San Francisco with employers that employ 250,000 people, again from every neighborhood in San Francisco.

SFRA2-8

We urge you to find this draft EIR adequate and to move this project and this process forward as quickly as possible. The draft EIR has adequately presented -- adequately addressed and presented all the issues necessary for the governing bodies of this City -- the Redevelopment Agency, the Planning Commission, the Board of Supervisors -- to move this project forward. Some of us have been around a long time, and some of us remember when this was an active shipyard.

In 1974 when that shipyard was closed, the property wasn't made available to anybody. It was held in reserve. It wasn't ten years later that we finally had the opportunity to revisit that to look at whether or not that shipyard could be opened when Mayor Feinstein was in office. We went forward with that project of home porting, dead-ended in 1988 when the Navy pulled the plug on that. The property was studied. Environmental review was done at that time for that project at Hunters Point.

1995 Parcel A on the top of the hill, that was the schedule then for turning that parcel over to

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the City for redevelopment -- 1995. It started reconstruction of that parcel last year in 2009. When are we going to get the rest of this property back on the tax rolls, back in productive use for the people in San Francisco and the people of that neighborhood who have lost so much for over 35 years, that most of that property has laid fallow.

The Chamber urges you to move this project forward, to find adequate the draft EIR, not to extend comment time. No property in San Francisco and no project in San Francisco has been studied longer than Hunters Point Shipyard Project. Thank you very much.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Next three speakers: Angelo King, Jaquin Deleon, Brian Webster.

Next three speakers: Gary Banks, Lisa Galley Joel Coppal.

MR. BANKS: Good afternoon, Commissioners. Thank you for allowing me this time to speak with you. I am Gary Banks. I'm a pastor in the Bayview Hunters Point community also thought of as the project area.

The committee has been working on this process diligently for the last ten years. You know, the EIR has been developed out of numerous amount of meetings we have had. We have had experts come out and speak on different environmental impacts in the community. We have had transportation come out and speak on the transportation issues, and we have had diligent discussions on all of these particular topics and issues.

I think we are ready to move forward with the project. There are so many other factors that are involved that is really going to enhance the community. There's going to be green development, green methods that are going to be used in this particular project. It is going to be an opportunity for everybody to be successful and move forward. So I ask that you move this project forward. Thank you.

PRESIDENT SWIG: Thank you very much.

MR. DELEON: I my name is Jaquin Deleon. Good afternoon, good evening. I am speaking on behalf of the church which is located right in the middle of the Bayview on Elm Street, alongside supporters of SFOP, and we are here to advocate SFOP to really have fulfillment and pleasure and a great honor of having these affordable housing established here because I myself, you know, have witnessed, you know, and we know for many years now how it is.

SFRA2-8
cont'd.

SFRA2-9

SFRA2-10

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Just the other day, for example, a young boy pulled out a razor blade out on me and he told me to give it up and, you know, it is so critical that we fully get this accomplished and that we get this affordable to people because if we don't do this, you know, those individuals will continue to with resilience and they will not get anywhere. But for those that do want to help themselves, I believe that with the affordable housing with the implementation and support of SFOP as far advocating for ourselves, some do want to help themselves. I myself happen to have a reserved background and having been a member there, and you know, we have so much compassion and so many thoughts that we want to at least change.

I encourage you guys and I thank you for allowing this and hope it does truly come to existence because without it, it is really hopeless. Thank you.

PRESIDENT SWIG: Thank you.

MR. GALLEY: Hello. My name is Lisa Galley, and I just wanted to briefly address the members of the Commission about this particular project. I'm with (inaudible) Capital, and my firm is interested in this because we are specialty consultants for green finance for project developers and also residential owners in cities across the country.

We are interested in this project, and we are interested in this project moving forward and stopping the comments because of the fantastic benefits that we are seeing in the work that we do in possibly in this community from green design.

Basically looking at the idea that you are going to have affordable housing that is complying with green design elements shows us or what we are seeing across the country is the opportunity to lower occupancy cost which means increasing disposable income of residents. That is a real opportunity particularly for this community.

In addition to that, our work also shows and what we are seeing across the industry is that green design in commercial properties as well basically creates a better investment value for everyone that does business down there. So it is basically a better investment case for the owners. It is a better financial picture for everyone who lives there. The chance that you have now to install that within this property, within this region, is a rare one. It is a new one, and it really is a key component of moving the community forward.

That's why we came to show our support and ask that the comment period be stopped because of the opportunity that is very unique that you have with these components to really bring a better financial case to the occupants and members of the community with the project.

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Thank you.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Next three speakers: Joel Coppal, Ashley Rhodes, Reverend Walker.

Next three speakers: Al Norman, Mannie Flores, Mike Theriault.

MR. NORMAN: Mr. Chair, Commissioners, Directors, Counsel Al Norman, Bayview Residents Association. I'm coming here tonight to ask you to continue, not delay the process of this EIR any longer and take questions and go ahead and pass this on.

You know, I heard Ms. Jackson talk about the transportation and everything, and her concerns about it in Bayview. But with this project the reliable transportation is a real challenge the community faces. This project proposed to spend hundreds of millions of dollars in creating a new transportation infrastructure that will serve not only the new development, but also the surrounding community.

The key part of the transportation plan is propose a bridge over Yosemite Slough. I hope I'm not getting off the subject. I think that is in the EIR too, you know.

My main concern is to go ahead and get this started for our youth, for replacement of housing for Alice Griffith, to get these construction jobs going and get these permit jobs going, so we can go and get a lot of these kids employed, a lot of our youth employed that we have been training. They are getting all this training, and they don't have a job to go to because everything is being held up.

So I ask you today to go ahead and please keep this project moving so that we can keep at least encouraging these kids that they will soon have jobs that we trained them to do in different areas. Thank you so much.

PRESIDENT SWIG: Thank you.

REVEREND WALKER: I'm Reverend Walker. Again, I was here the last time before the Commission. I live in the Bayview Hunters Point. I pastor a church there. And this afternoon, I am representing the African-American Youth Development Association, Tabernacle Community Cooperation Center for organizing projects, and I decided to read the summary of the environmental report, 125 pages, and I was really encouraged by reading that report

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because it showed what diligence that the various communities, commissioners have done to make sure that this report is accurate as possible. I am convinced of that.

And today there was a very encouraging article in the San Francisco Chronicle. And I am sure you read it; but if you didn't, I hope you have an opportunity to do it. I brought copies to you where the EPA did extensive work with all the various environmental agencies and gave its consent to this report. And I am excited about that.

The Obama administration as you know in relation to the environmental -- the EPA actually said we have done -- that you have done a tremendous job, all the various agencies for the -- the health department, the state, the federal government, that the dust itself did not cause any effect, health to the people of San Francisco. Many people have come forward. This agency and other agencies claiming nose bleed and various types of illness. This report, this article definitely contradicts that on a scientific basis.

Secondly, they made the point that there's no scientific evidence of all the false claims about the blood, the bleeding of peoples nose and various things from this particular project. And I'm very grateful for that. I thought it would be to your advantage if you have not read that to read that report.

Thank you very much.

PRESIDENT SWIG: Thank you very much.

MS. KATSKE: Hi. My name is Ericka Katske. I'm executive director of the San Francisco Organizing Project, and I am actually reading on behalf of Mike Theriault who is -- who are the labor counsel as our partners as far as the CBA, Community Benefits Agreement, that we signed with Lennar for this project.

So Mr. Theriault writes, "Dear President Swig and Commissioners, on behalf of the San Francisco Building and Construction Trades Council, I have reviewed the summary of the aforementioned document and urge you to act immediately to move this project forward. The draft EIR released on the 12th of November 2009 concludes the proposed development of Candlestick and Hunters Point will create a mixed-use community with a wide range of residential, retail, office, research, and development with specific communities and parks and recreational open space; thereby improving the greater urban areas with numerous environmental protections and enhancements.

We believe the document is adequate and no further delays or public comment are

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necessary. We are well acquainted with the development's economic benefits. The draft EIR analysis confirms that its land use and design will protect and enhance natural resources in a way consistent with the resource policies of the San Francisco General Plan and all City environmental policies, regulations, and laws.

It considers alternatives to development, but rejects them for clear convincing reasons. What remains is the development as proposed.

The southeast of the City needs it. So do we in the trades. Please move swiftly. Sincerely
Michael Theriault, Secretary/Treasurer, San Francisco Building.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Next three speakers: Mannie Flores, Tim Colen, Mat Regan.

MR. COLEN: Good afternoon, Commissioners. I am Tim Colen, executive director of the San Francisco Housing Action Coalition. On behalf of our members, we are strong supporters of this project and have been for years. The opportunity to put this valuable land to higher use for the benefit for the entire City must not be treated lightly. We urge that no further delays to the draft EIR be allowed.

The draft EIR adequately discusses the impacts of this project. I've reviewed the employment, housing, and population section of it. It is perfectly straightforward. It is common sense. It addresses what needs to be addressed. We think it is really important this move ahead. It has been decades now that this project has been under consideration.

This project is going to revitalize the Bayview Hunters Point community by converting underutilized land into increased housing options at a wide range of affordability levels. It will improve public recreation and open-space amenities and provide other important public benefits including, I might note, replacement of the Alice Griffith Public Housing Development without displacing any residents, the creation of 10,500 new homes with 32 percent of them at below market rates. That's an unusually high level of affordability in San Francisco, and it creates 300 acres of new parks and open space.

The draft EIR considered various alternatives to the proposed development. These alternatives have been rejected because they did not reduce significant environmental effects. They did not achieve most of the basic project objectives, and they are not capable of being accomplished within a reasonable period of time taking into account, economic, environmental, social, and technological factors.

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I would like to point out that there are not many projects that have gotten more review by the San Francisco voters than this project. It has been on the ballot before. The voters of San Francisco are perfectly clear what their views about the merits of this project are.

I urge you to move it forward without delay. Thank you.

PRESIDENT SWIG: Thank you very much.

MR. REGAN: Commissioners, good afternoon. My name is Mat Regan. I'm vice president of the Governmental Relations for the Bay Area Council. We are a business sponsored public policy advocacy organization with about 275 member companies located here in the San Francisco Bay Area.

I am here to urge you to move this project forward as fast as possible. We have reviewed the draft EIR to find it more than adequate to address the environmental concerns of the development.

I don't go back quite as far as Jim Lazarus or Tim Colen, but I was on the campaign staff of Propositions D and F back in 1997, I believe, when this particular selective phase shopping mall and a new football stadium and for a number of reasons that project died a death despite broad public support in the neighborhood and the land has been sitting amply vacant and useless ever since. We support this project move forward in its current iteration as fast and as expedient as possible.

The Bay Area Council took a delegation of urban intro-development components to Washington D.C. a couple of months ago, and we met with the senior legal staff of the Environmental Protection Agency. In particular, they are an environmental justice team, and we talked about urban development at great length, and we are well aware of their concerns and their agenda and what they would like to see. This project fits full square into the type of project that they would like to see in our urban broad field environment.

We have all seen today's Chronicle. The EPA are very strong supporters of this project, and we urge you to be so as well.

If I can also speak here about selfish self interest perhaps a little bit. You all know that last year Sacramento slashed the budgets of redevelopment agencies across the state. They're coming back for the remainder this year. You can be guaranteed of that. Pro Tem Steinberg just last week on KQED said they were looking to shut a lot of loopholes, tax loopholes in particular because they don't produce jobs. That's code speak for redevelopment agencies. When we meet

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with them later this month, I just want to tell them that there are 10,000 jobs in the pipeline in San Francisco.

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PRESIDENT SWIG: Thank you very much.

MR. REGAN: Thank you.

COMMISSION SECRETARY: Next three speakers: Chris Wagner, Richard McRee, and Dr. Ahimoa Sumchai.

MR. WAGNER: Hello. My name is Christopher Wagner, and I'm just going to read from my notes here. I'm a Bayview resident artist and a member of the CAS. The Bayview Hunters Point Community and the City have been working together for nearly a decade to plan this revitalization and redevelopment of the Hunters Point Shipyard.

As a member of the CAS, we have had countless meetings on all aspects of this project and have had extensive time to provide our input and comments. I have read the DEIR and believe it has thoroughly and adequately analyzed the potential impacts of the area.

Additionally, reliable transportation is one of the most significant issues the community currently faces and the proposed bridge over Yosemite Slough is an integral part of this project because it will ensure the new transportation is reliable and efficient.

So let's move forward by respecting the artistic history of the shipyard and provide the needed accessible to-and-from transit, new studio space for existing artists at affordable rates.

Once again, I feel members of the community such as myself have had adequate time to comment on this document and the project, so let's please move forward. Thank you.

DR. SUMCHAI: Dr. Sumchai, health and environmental science editor, SF Bayview Newspaper. The California Environmental Quality Act was enacted in 1970 as a means of allowing for the review of potential projects to determine potential adverse effects to human health safety in the environment.

In the report that you received from your director this month, you have identified that this DEIR has 36 significant unmitigated impacts. The California Environmental Quality Act requires that you identify and make a statement of overriding considerations for those unmitigated impacts.

Additionally, I have reviewed all 4,400 pages of this DEIR. It is inadequate in the areas of

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hazardous waste materials, hydrology, and water quality. Seismic impact is identified as being less than significant. Additionally, there are impacts with regard to air quality.

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The Bay Area Air Quality Management District will be meeting this week to update its criteria. It will include greenhouse gases. This DEIR does not identify that there's methane, carbon dioxide, and volatile organic compounds coming from the landfill at the shipyard.

Additionally, it is a felony to make false statements in documents presented to the federal government, and today's Chronicle article represents a false statement. I'm in possession of a letter from Captain Sevilla from the Department of Health and Human Services, ATSDR, with regard to my complaint about the exposure of school children to toxic dust. In this letter, he identifies that any exposure to the community may be thought to increase the cancer risk for residents.

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Additionally, in the letter dated 2007 to Dr. Bodia of the Department of Public Health. It says there was clear evidence that levels of asbestos exceeded mandated thresholds at both the fence line and the community. This DEIR identifies the project will violate the AAQMD sequence of significant thresholds. Thank you very much.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Next three speakers: Karissa Cole, Arnold Townsend,

MR. McREE: I'm sorry. Richard McRee. Thank you, Commissioners. My name is Richard McRee. I have been a San Francisco resident for four years. My experience with DEIRs goes back 30 years to the Neiman Marcus DEIR which revealed the amount of body energy in a building is phenomenal. There's enough energy in the Neiman Marcus building to run that department store and escalators and everything for 60 years by simple extrapolation.

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Candlestick Park is roughly 15 to 20 times the mass of a department store like that. So therefore it is enough -- Candlestick represents enough embodied energy to run Neiman Marcus for a thousand years.

We have been ignoring this factor as a society, but now January 1st, right now, SECA now is requiring embodied energy be accounted. This is a glaring omission in the DEIR along with the total dismal of the historical value, which I think was an extremely arguable point.

The reason this has gone on so long is the City is divided about keeping or getting rid of Candlestick Park, but if you look at the energy situation, this Commission has a wonderful

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opportunity to be the lead in this country and say, okay, the intent of the law is to make a complete accounting of embodied energy and not dismiss it.

So I encourage you -- I would like to say it is incomplete. I've gone over the 4000 pages, and I looked in detail at the energy, at the greenhouse gas section, at the historical section, and I found a number of very glaring sections. It is a great beginning. It is a tremendous document, but it is only the beginning.

If this Commission wanted to, I believe it would be possible to break off the housing because people need housing, they need jobs. You could break off the housing component in this design and address the other points as well.

I think the DEIR should really pay more attention to these things, and you shouldn't look at this as black and white. You have an epic project here. If you are going to raise the ground level you, you have to find a lot of dirt and there's many other things. Thank you.

PRESIDENT SWIG: Thank you very much.

MS. COLE: Hello. My name is Karissa Cole. I represent POWER, People Organized to Win Employment Rights. The DEIR is inadequate for many reasons. I will only address a few. In written comments, there will be many.

I am asking for an extension on the written comments based on the fact that many organizations go on a break for the winter holiday and for them to be due next week just doesn't seem reasonable.

The EIR states that 11 buses that travel in Bayview will experience an increase in travel time and an impact on operations. It does not state how those impacts will affect the current residents of Bayview. It also states that on Gang Day, Palou Street will be closed for buses to travel down. Again, it does not address the impacts of that on the residents that live along Palou Street. It doesn't say what parts of Palou Street is going to be closed. Palou is a long street. We would like to know exactly what streets -- exactly what blocks of Palou will be closed.

The DEIR also discusses adding new amenities, stores, things like that. It doesn't state how current residents will be able to access those stores.

And also, again, I would just like to reiterate that allowing more time for folks to give sound

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comments on a project that is one of the biggest projects that has ever happened in San Francisco -many folks have been talking about how we have had hearings and we have had meetings about this. This is the first time we have been able to address this publicly and have our comments taken down. So we need more time to do that.

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PRESIDENT SWIG: Thank you very much.

MR. TOWNSEND: Thank you, Mr. President, Commissioners, Mr. Blackwell. Reverend Arnold Townsend. I am co-Pastor at Rainbow World Christian Center Church. It is a church right next to Bayview on Geneva and Bayshore. Many of our members live in Bayview. I just wanted to comment on a couple of issues concerning this DEIR.

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I think that one thing that I want to point out is the issue for this DEIR is adequacy, not agreement. The question is whether or not the EIR and the work that was done to create it was adequate. You may not agree with its final conclusion and result and there will be a point that people can speak to whether they think this ought to go forward. But if we are honest, the work that was put into this EIR and the way it was done, was adequate. You may not agree, which is your right, which we understand that. That's no reason not to move this EIR process forward into the next phase where folks will once again be able to comment on whether they like the development or do not.

I think the other issue that I would just like to bring up concerning the DEIR is that the most important thing that we need to understand is that for me, the best way to improve the health of the Bayview Hunters Point Community is move this thing forward. How can anybody say that the present condition is making anybody in that neighborhood healthier. It is just -- it just ain't happening. It is not improving anyone's environment for it to lay the way it has been laying for all those years.

So I just suggest to you that you look at this thing and move this project forward to the next step. Thank you so much.

PRESIDENT SWIG: Thank you very much.

MR. KING: Angelo King. There are too many comments I have about a very large document for me to go into in two minutes, but I will simply say that I am

going to take this time and this process to make sure that the number of comments I do have are properly formatted and submitted to the body for the proper analysis.

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While I am a supporter of this project, as most people know, there are some things that I am concerned about in terms of consistencies and of course what we need to ask. For instance, on the shipyard side, the project itself is not consistent with the BCB Seaport NCP plan, which basically states that the bayside should be used for the highest necessity and include water-front industry.

I spoke last time that the reasoning behind it was all based on -- well, from the EIR was all based on a report from 2001. I just thought, you know, that even though the urban design does not suggest that there should be water-front industry, the other thing I've learned from reading the DEIR is the word amendment, which basically stands for in ten years we might think different. So given that this project is going to go on for some time, I think that there should be some analysis if we do the proper improvement to that infrastructure as we were talking about (inaudible) to provide a catalyst for development there. One of the things that can be a possibility is if we did that kind of infrastructure for our piers.

If we don't get the stadium, we still need to find a way to process jobs because that for sure would be consistent with some of the promises and policies that would let out our property, both from the redevelopments.

And also last but not least the redevelopment plan for the shipyard calls for water-front maritime, which that also is not consistent with the current design. We should at least look at all the different types of water-front types of industry that could possibly be available. Thank you.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Next three speakers: James Walton, Derrick Green, Jaquin Deleon.

MR. GREEN: Good evening. My name is Derrick Green. I'm a reverend at Bayview. If you move this project, this will help Bayview. It will help our youth. Right now I'm training our youth to be able to work. Without hope -- we need hope. Hope is the key. I got kids now that I have put in training programs. I've got kids back in school to improve themselves. I have kids ready to work right now. But without the project going ahead, we still on a standby. That would be less crime in the Bayview, less hanging out on our

corners and it means hope, I will leave you with hope. Thank you.

PRESIDENT SWIG: Thank you very much.

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COMMISSION SECRETARY: Next three speakers: Patrick Uniacke, Carol Harvey, La Ronda Smith.

MR. UNIACKE: Good evening, Commissioners. Happy New Year to you all and everyone present in this room. My name is Patrick Uniacke, and I represent an athletic organization here in San Francisco. We are in favor of moving the DEIR forward because of the proposed 300 acre of open space sport fields in the 700 acre development.

My organization directly represents a couple thousand kids here in San Francisco and indirectly represents thousands more to the Boys & Girls Club of America, CYO, YMCA, and River & Moons.

What this City is crying out for is more open space and playing fields. No one is talking about the children and kids and the youth of this City is crying out for more open space and playing fields for our kids. It is vitally important and crucial for their future development, well-being and health. So I encourage you to move this DEIR forward. Thank you very much.

PRESIDENT SWIG: Thank you very much.

MS. HARVEY: Hello, Commissioners. Can you hear me? Carol Harvey. I'm press. I am somewhat outraged by this. I think the draft EIR is preposterous. It says that there is mitigation -- no mitigation required, no danger to people, no danger to housing, no danger to habitat.

Lennar has been proved in the past to be a royal developer, toxic developments all over the country. James Hansen, who is the head of the NASA Goddard Space Institute in New York City, teaches at Columbia, started investigated global warming in 1980. He has come out recently and pointed to the fact that Greenland and Antarctic ice shells are melting, and we don't have mitigation for greenhouse gases.

Within the next 50 years, I don't know if you have read the BCDC report. We are going to have huge ocean rise. It will double much faster -- accelerated much faster than it is going.

The plans for Bayview Hunters Point, the shipyard, and this DEIR are nothing. They will not accomplish anything compared to that, the rapidity of the ocean rise. I'm somewhat shocked by the obvious civil rights violations against the people who live there, who haven't been given jobs there.

Gavin Newsom is talking about bringing in a Global Compact Center. When have people

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ever been given jobs. These are all business people. They are not invested in improving that part of the City. This global compact, the draft EIR, the whole thing should be thrown out because of the huge changes that are going to be taking place. There should be set up a huge estuary restoration around the entire area. Thank you.

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PRESIDENT SWIG: Thank you very much.

MS. SMITH: Good evening. My name is LaRonda Smith. I'm representing merchants in Bayview Hunters Point. I'm in approval of the DEIR with no delay. Please do not delay it any longer. We have been fighting for this about a decade, ten years. So let's move forward and try to save and restore some of the businesses on Third Street and in that area that have been lost since the shipyard has been closed. Thank you so much for your time.

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PRESIDENT SWIG: Thank you.

COMMISSION SECRETARY: Next three speakers: Franklin Ross, Alex Toeaina, Brandon Ross.

MR. ROSS: Good evening. I'm here to speak on America. This is America. We have far and struggled hard for things that we successfully have now. Bayview is part of America. Instead of going backwards, we should go forward so the future children know that we can do it as American people. I am standing here myself. I am soon to be 53 years old. We are talking about kids that are younger than I, that need the opportunity like I have had to work and be successful in some areas of my life. Again, this is America. So we should not go backwards. We should go forward to demonstrate that we could come together as a community to show everyone that we can grow strong. Thank you.

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PRESIDENT SWIG: Thank you very much.

MR. TOEAINA: Good evening, Commissioners. My name is Alex Toeaina. I'm speaking for my Samoan people. The last time I came I was trying to get everybody to understand that our people are happy-go-lucky kind of people. We get with the program. If we die from it, we die from it. We just live.

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Just this year alone, I have been to five funerals, you know, from my generation from the ages of 50 to 55. That's unlikely, you know, that people just dying like that at 50. So I am for redevelopment, but I want us to do it the right way. I want us to -- you know, I want us to make sure that we are doing things the legal way. If this is about illegal maneuvers by Lennar and the negligence on our part ignoring the many fines and penalties due to illegal methods to

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prevent health issues.

I'm over here with my son right now. My family lived at Hunter Point for ten years, from 1989 to 2000, and we have records of going to doctors periodically, periodically, and periodically. It wasn't until we moved out of Hunters Point that the doctor visits stopped -- literally stopped.

So this is very crucial to me, close to my heart. My concern is that we get the jobs. We going to get the jobs, and we build -- we build this thing and at the end of day, we don't get to live and play there. Already 60 percent of the Samoans don't live in the housing no more. They have been moved out with no replacement. They don't have no place to live. So our family is here.

We want to make sure that everyone -- this ain't about -- this ain't about redevelopment. This is about greed. This is about money. This is about lining people's pockets with money. It is about dividing the people. Now we are fighting against each other while you all look at us. Now churches don't even fellowship no more because we are divided because of the almighty dollar.

I'm asking you to delay this thing. Let's think about this thing. Let's regroup. This is about money. It is not about people.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Last three speakers: Linda Shaffer, Doug Parrish, Randall Evans.

MS. SHAFFER: Good afternoon, Commissioners. My name is Linda Shaffer. I serve on the Park and Recreation Open Space Advisory Committee commonly referred to as PROSAC. I did not make up that name.

We in fact have a meeting scheduled this evening starting at 6:30 during which for the first time we will be able to discuss the recommendation portion of the draft EIR. Our December meeting, which was the first one that was held after the draft EIR was released, was occupied with a small item that you might have heard of called Sharp Park.

So this is the first time we will be able to address this issue. We may decide that there are no inadequacies in the draft EIR. I don't know what we will find. I should say that I am speaking only for myself. So I know that you have asked that people not keep reiterating a request for an extension, but I will just say that I think it is a real shame that this important committee of

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citizens who are charged with all the matters having to do with parks, recreation, and open space has only one meeting and one week during which to put together thoughtful comments about the adequacy or inadequacy of this draft EIR. We will do our best. Thank you.

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PRESIDENT SWIG: Thank you very have.

MR. PARRISH: Good evening, Commissioners. My name is Doug Parrish. I'm the president and CEO of Red Dipper. We are a portable equipment design installation service provider for both residential, commercial and utility grade. We also have a significant amount of experience on our team particularly with some of our scientists and board members that have allowed for themselves to come on to be a representative of the community to provide an analysis independent of anybody else regarding the EIR report which has somehow, you know, neither here nor there been looked at, but we have offered that to the people on behalf of RedDipper.com.

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One other thing, we want to utilize a few of the many community benefit programs that are already in place for the first phase of the project and further counting on these programs have been available for much of the larger phase of two portions of redevelopment. We have every intentions of training and utilizing labor from the Bayview to execute on our projects and additional goal of ours is to provide a manufacturing facility to be located in the Bayview Hunters Point. And hopefully if our vision is fully realized within the bounds of our vision, we could have this be in the redevelopment project area.

I realize these are lofty goals, but without thinking big, we cannot become big. And without thinking successfully, we will not be successful. And anymore delays, in my opinion, will simply further delay my ability to bring these jobs to the community and all of these other small business that have been up here talking about these delays are of a similar mindset.

Times are tough, and jobs are needed, and redevelopment needs to happen, but we want to do it in a fashion like the brother just said. We want to do it the right way. Thank you very much.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Daniel Landry, Ace Washington.

MR. LANDRY: Good evening, Commissioners. Again, you know, when we come before you about this issue that's been ongoing with Bayview Hunters Point, the one thing that must be clear is that, you know, we are not against development as we have been saying for the

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record for years now, but yes we want it done correctly and the right way. We want to be sure that the people in Bayview Hunters Point know their options and know the consequences of building a project like this of this magnitude especially when you are dealing with a toxic area.

You know, I didn't know what a Superfund site actually was until I did a little research, and I was disturbed that for some reason Superfund site is not a part of that marketing plan of Lennar or of any development that is coming into our community.

The one thing that has to be noted when we speak about jobs at what expense because at the end of the day, if your health -- if you're compromising your health for the future, then you can get all the money you want now, monetary money now, but that is similar to the mindset of a dope dealer where they want money and stimulant, but they don't look down the line for the consequences. What we have to look at is our children's children's children, and even beyond that because the statement of San Francisco as you know there are other cities watching.

We know that Lennar is in big trouble all throughout this land and that should be the red flag. So move with caution. This is what we are saying. And also really analyze for yourself in your heart do you think that we should jeopardize the health of the people of Bayview Hunters Point just for development sake.

Now, I like the 49ers --

PRESIDENT SWIG: Do you have comments on the DEIR? I want you to use your full two minutes.

MR. LANDRY: Thank you. Well, just in a nutshell, I disagree with the EIR, and I believe that the EIR does not address some of the health concerns and as you know and I have put on record before that we will dispute every step of the way and even in litigation for the EIR going forward. Thank you.

PRESIDENT SWIG: Thank you very much.

MR. WASHINGTON: Good evening San Francisco and radio land and the future who listen to this ten years from now. I am just here to put a little bug in everyone's ear to remind you of what your predecessors did to us years ago in the Fillmore.

This is DEIR, but I -- I get two minutes, and Commissioner if don't think you have the right to stop me. If I want to get up here and sing, you don't have the right to stop me. What I'm saying is this Redevelopment Agency you are going down in history as if our commissioners

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did 40 years ago when they did it

to the Redevelopment Agency. You see how we read about it and talk about what our Redevelopment Agency did to us. Be cautious about what you are doing because even though you all don't mean any harm, the ones that planned this prior to you all getting up there, and those developers in those smoke-filled rooms talking about the millions and billions that they are going to make.

My question is who is going to be living in those spots? Are you going to import people from space or people that got big this is what I am trying to show you all. It is not about the EIR. It is about the people who is going to be living there. We need to be -- they need to be factored in.

I'm from the old school western edition where we are putting this together so we can help you analyze what you had done to us, so it won't be done again. Regardless if you don't really recognize who we are, that's okay. It is the people who makes the difference. It is the people. I am here to tell you with God's help, there's going to be a change. I know we are not going to be able to stop you, but we will be watching and documenting it because legacy is more important than value and monies that you all aren't going to have nothing to do with.

All those people out in the hallway lobbying for this, they are going to be nowhere to enjoy this. So just be cautious with what you do. Okay.

PRESIDENT SWIG: Thank you very much.

COMMISSION SECRETARY: Mr. President, I have no more speaker cards.

PRESIDENT SWIG: I want to make sure that anybody that came here today to speak on the draft EIR has the opportunity of speaking. Is there anybody else in the audience that wishes to address the draft EIR?

MR. O'MILES: I would.

PRESIDENT SWIG: Thank you. State your name,
please.

MR. O'MILES: Tim O'Miles. I am a resident of Bayview Hunters Point. The EIR should not be put forth because it doesn't account for the changes. It doesn't account for the health of the people who live there. It doesn't account for the kids. I mean it is okay -everybody is here for

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the redevelopment, but there is nobody here for the people.

Everybody who has got up here to speak is either with Lennar, a developer, or somebody with the union, a contractor, somebody that has something to gain. Before you get up here to speak, you should state if you are with Lennar or not with Lennar because right now, we don't know who is on what side.

All I know is we are here for the people, the people of San Francisco, the people of Bayview. Nobody is here concerned about Bayview. Everybody who is here is concerned about, oh, who is going to make this and who is going to do this and who is going to do that while will our kids suffer.

If we do this redevelopment and there's an earthquake or we have global changes, there are things that are going to come up from the bottom that we are not going to see, but our kids are going to suffer. It is up to you guys up there to do the right thing, but don't do the good thing. The good thing is not the right thing, but the right thing is always a good decision.

PRESIDENT SWIG: Thank you very much.

Again, I want to make sure that everybody is heard today on the subject and commentary on the draft EIR. Anybody else who has any comment on the draft EIR?

All right. Hearing no further public comment, I will close public comment and turn to my fellow commissioners for their comments starting with Commissioner Covington.

COMMISSIONER COVINGTON: Thank you, Mr. President. I think we had a slight technical difficulty that's the reason for the delay. I want to first of all thank everyone who came out this afternoon to share your thoughts with us. Once again, we had some new people come out and that's always good. That's why we are here to listen to what you have to say, and I want to thank my fellow commissioners for making sure that we extend the public comment time, the oral public comment time today.

I must say I have not read each and every word of the 4,400 pages. I have read most of it, and I really encourage people to go back to the document, to the original document because there are a number of things that were brought up this evening that are indeed covered in the document. I think they are covered quite well. You may not agree with the assessment that is made from the information that has been gathered, but the document is fairly comprehensive.

I again encourage those of you who have particular concerns go back to the document. It is

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voluminous and perhaps you missed something. And if not, you know, we can all agree to disagree. And I think that this is such a huge project, and we have been talking about it for so very long that the thought that we would all be on the same page in accord is the result of thinking in a parallel universe.

So I am not put off by anything that anyone has said this evening. I stand by the document and my reading of the document, and I encourage those of you who may be listening on the radio who have not read it, to please read it. I look forward to seeing your written comments of those people who are going to be preparing them. Thank you.

PRESIDENT SWIG: Any other commissioners wish to comment?

Okay. I'd just like to echo some of the things Commissioner Covington said. First, I would like to thank the public very much for taking the time both two weeks ago and today for coming out and sharing your thoughts. And also I agree with Commissioner Covington and Reverend Townsend that the document is very adequate. It is thorough. It has many answers to the questions raised today. We can't all agree on everything, and this is a great opportunity for all of us to comment on our thoughts, and we do have to weigh the adequacy versus -- the issue of adequacy versus the issue of whether we can all agree on the same item at the same time.

I would like to further comment that, you know, this is just another small step in a long project, and I hope we all stay looking through the front windshield instead of the rearview mirror so that we can continue to move forward in a constructive fashion.

Just two thoughts for testimony on the DEIR, I call to the attention the transportation section which is a very difficult section. It is very clear that today the transportation issues at Bayview Hunters Point is woefully inadequate, and we talked about it with regard to the EIR for Visitation Valley. There

was discussion on looking at the macro issues on transportation. Bayview Hunters Point is not just Bayview Hunters Point. It connects to the rest of the City, and Visitation Valley is part of that, and all the adjacent areas to Bayview Hunters Point is part of that, and the way people get to their jobs downtown or across town or around town is part of that.

So as I commented when we were talking about Visitation Valley, I hope that as this document evolves and various authorities that have to deal with transportation really take that transportation section very, very seriously because it is so critical.

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Secondly, on the issue of the environment, you know, I wish I had my crystal ball to look at what global warming will do to this world and how far the seas will rise. I unfortunately do not have that crystal ball in my bag of tricks, but I think there should be recognition certainly of environmental issues in the future in this DEIR. It is there. I just want to let you know those who have any concerns, I share those concerns with you, but they are addressed in the DEIR, and I hope that as the draft becomes finalized that any further clarity will be established.

SFRA2-37

That's it. We don't have any -- Commissioner Breed I see has asked to make a comment.

COMMISSIONER BREED: Yes, I want to make a few comments. I want to thank the public for coming out to speak. I also wanted to thank my fellow commissioners for continuing this hearing so that we could hear further comments.

I have been up until maybe 3:00, sometimes 4:00 in the morning trying to review the important parts of the document because of the importance. I have visited with residents. I have spoken to a number of them about certain issues that they have had.

One of the biggest concerns I think I had was from some of the residents is that they really weren't necessarily interested in reviewing this document, but more importantly they were interested in the housing opportunity and the job opportunities that were promised to them because of this particular project.

And so what I would like to communicate, you know, for the record is that it is important that we hold the organizations that receive support financially throughout the City to provide the housing and job opportunities, support necessary to the members of the Bayview Hunters Point Community accountable. That is going to be the most important thing that we do in the long run. We need to make sure that folks are ready for the opportunities that will exist. We can't issue or continue to issue financial support to these organizations and then not make sure that they are delivering measurable results for the people of the Bayview. That is the biggest concern that I have encountered, and it is something that we need to aggressively address.

The second issue I have is I frequently visit family members, drop kids off, and I'm always in the Bayview Hunters Point for one reason or another. It is really tough maneuvering all over the Bayview, up the hill, down the hill. It is a very difficult place. They have difficult areas to get to with a car, let alone public transportation, and I hardly see buses traveling in the hill area.

SFRA2-38

I know the 19th Polk kind of goes up West Point and some other things, but the public transportation there is ridiculous. I think that one of the things that the transportation section

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that I would like to have seen more of is address those issues, connecting what exists now or figuring out a way in which the transportation that is going to be addressed in the future is addressed in this EIR. I think it is going to be important that we look now, not wait until this thing is moving forward, but we look now at the transportation problems that exist in the Bayview.

I have had a number of problems that have existed on the T3 line where you know, I can't put my kids on the T3 line to go home because there's a lot of violence and other issue that happen. So we have to address and I know that's not a redevelopment issue, but we need to address the current situation around the transportation issue as a whole. We need to make sure that that is addressed now and that we connect those two dots with the transportation plan because I do have some serious concerns that if we are not dealing with transportation now, how are we going to make it better in moving forward. That is an important issue as well that has been communicated by a number of the residents.

So, yes this is a large document. Yes, there's a lot of indexes and a lot of charts and other things that exist in here, but then there is also a lot of substantive information, and I felt it was a very helpful document.

This is the first step in a longer process, and I think in moving forward it is going to be imperative for the public to make voice its concern with regards to the plans for the shipyard more importantly and to make sure their comments are included for this draft environmental impact report especially those things that you feel are most important to you.

With that, I think we are pretty much done, and I thank you again all for your time and your commitment. I ask you to continue to make public comments, submit information, provide whatever materials necessary to help us, ask commissioners to make the best decision, and also talk to the folks who live around you because if you live in the Bayview Hunters Point or if you work there or if you spend time there, then there are a ton of residents that are constantly willing to step up and make their voices heard with regard to this process, but they may not always want to attend the meetings or provide written comment. So with that, I thank you.

PRESIDENT SWIG: Thank you. Commissioner Bustos.

COMMISSIONER BUSTOS: I just thank you for the opportunity to speak on this. You know I want to appreciate the public and thank you so much for being here. As a native San Franciscan it is always good to have folks that have been in community long term to sort of have that history. With that, I go to sort of what London was talking about. The community

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benefits should support the community. You have communities not only in Bayview, but other parts of San Francisco that have kept the fabric of that community together with nothing. They have held it with nothing, without any attention, without any support or resources from the City.

Having grown up in the Mission District back in the day, you know, we did the same thing. We had to hold it together. So I really believe that redevelopment should benefit the community that has held it together the most.

With that, know that we will have -- I don't know about the other commissioners, but at least for me, will have that in mind as we go forward and encourage you to do the same as we are looking at the plans and looking at transportation as well as the housing environment.

One thing in terms of the cultural aspect that really caught my interest as a whole is the way we handle our native brothers and sisters who are indigenous to the community. Ms. Jackson talked about the Ohlones and some others that should be included, and I totally agree. I think the way we handle the findings of human remains, cultural artifacts should be handled in the most culturally, spiritually and sort of proper way to do it. So I would hope that that happens.

SFRA2-39

I just want to thank the public once again for everything you have said, and we have taken a lot of notes. So I appreciate it. Thank you.

PRESIDENT SWIG: Okay. Any other commissioners with comments?

All right. Hearing none, before I close this hearing on the subject, I would like to thank Commission Breed, and I believe she was supported heavily by Commissioner Covington, on extending this hearing over to -- from two weeks ago to today. I think that was very valuable and an important exercise in this. I want to recognize those two commissioners and their energy towards making the extension of this

hearing possible.

So with that, I would like to close the hearing to hear public testimony on the adequacies of the draft EIR in evaluating the likely adverse environmental effects of the closed Bayview Hunters point Candlestick Point Project. Thank you very much.

(Whereupon, the proceedings were adjourned.)

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■ Transcript SFRA2: San Francisco Redevelopment Agency (1/5/10)

Response to Comment SFRA2-1

Section III.D (Transportation and Circulation) of the Draft EIR describes the transportation-related impacts associated with the Project, including improvements proposed by the Project and the impacts associated with Project-generated vehicle traffic.

Section III.S (Greenhouse Gas Emissions) of the Draft EIR describes the effects of new greenhouse gas emissions generated by the Project and measures proposed by the Project to both reduce greenhouse gas emissions as well as account for potential sea level rise, as referenced by the commenter.

Response to Comment SFRA2-2

Refer to Master Response 1 (SB 18) for a discussion of consultation with the Native American community under SSB 18.

Response to Comment SFRA2-3

This comment contains introductory, closing, or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Refer to Response to Comment 1-1 and Response to Comment 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFRA2-4

Refer to Master Response 8 (Sea Level Rise) and Responses to Comments 36-2, 57-1, and 58-3 for a comprehensive discussion of the sea level rise documents reviewed, the levels of sea level rise taken into account for various Project components, and the plan to provide flood protection if higher levels of sea level rise occur.

Response to Comment SFRA2-5

Section III.D (Transportation and Circulation) of the Draft EIR describes the transportation-related impacts associated with the Project, including improvements proposed by the Project and the impacts associated with Project-generated vehicle traffic.

The transportation impact analysis described in the Draft EIR does account for the additional population that would be associated with the new homes. The impact analysis is based on the increased travel demand associated with the Project, which includes 10,500 new residential dwelling units, 885,000 square feet of new retail, 150,000 square feet of new office, 100,000 square feet of new community services uses, a 220-room hotel, 336 acres of new public parks, a new NFL stadium, a new arena, and a 300-slip marina.

Response to Comment SFRA2-6

Refer to Response to Comment SFRA1-76 for a discussion of project compliance with Title 24, the *City of San Francisco General Plan*, and the City's Green Building Ordinance, all of which relate to energy conservation. Project-related impacts would be less than significant with regard to the wasteful or inefficient use of energy, as demonstrated in Impacts ME-1 and Impact ME-2, provided in Section III.R (Energy) of the Draft EIR.

In terms of water conservation, page 2-8 of the Water Supply Assessment, which is provided in Appendix Q1 of the Draft EIR, states that:

The SFPUC has also increased its water conservation programs in an effort to achieve new water savings by 2018. The SFPUC's conservation program is based on the Demand Study that identified water savings and implementation costs associated with a number of water conservation and efficiency measures. The Demand Study evaluated the costs and benefits of implementing 48 different conservation measures using an end-use model. The results indicated that local conservation programs implemented through 2030 could cumulatively reduce Retail purchases from the SFPUC RWS by 4.5 mgd in year 2030. These new conservation programs include high-efficiency toilet replacement in low-income communities, plumbing retrofits in compliance with the 1992 California plumbing code and water efficient irrigation systems in municipal parks. Through its expanded conservation program, the SFPUC anticipates reducing gross per capita consumption from 91.5 gpcd to 87.4 gpcd by 2018 for an average daily savings of approximately 4.0 mgd.

Refer also to Response to Comment 65-24 for a discussion of the use of a recycled water facility to serve the Project, which provides another potential mechanism for water conservation.

Response to Comment SFRA2-7

This comment contains introductory, closing, or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment SFRA2-8

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-9

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-10

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-11

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-12

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. Refer also to Master Response 4 (Purpose and Benefits of the Yosemite Slough Bridge) for greater details regarding the transit benefits of the Yosemite Slough Bridge.

Response to Comment SFRA2-13

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-14

The comment is acknowledged. No response is required.

Response to Comment SFRA2-15

The comment is acknowledged. No response is required.

Response to Comment SFRA2-16

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-17

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-18

The comment is acknowledged. As stated in Chapter 1 (Introduction) on page I-11 of the Draft EIR:

If the Agency and City were to approve the Project, despite significant impacts identified in the Final EIR that cannot be mitigated, if any, the Agency and City must state in writing the reasons for its actions, under CEQA Guidelines, Section 15093. Those findings, called a Statement of Overriding Considerations, must be supported by substantial evidence in the record, and are used to explain the specific reasons why the benefits of a Project make its unavoidable environmental effects acceptable.

Refer to Master Response 6 (Seismic Hazards).

Response to Comment SFRA2-19

The Project will not change any GHG emissions associated with the landfill at the shipyard, therefore, there are no incremental emissions associated with this source. Furthermore, as discussed in Section III.K (Hazards and Hazardous Materials) of the Draft EIR, the landfill is part of an area created from the 1940s to the 1960s by filling in the Bay margin with a variety of material, including soil, crushed bedrock, dredged sediments, and debris. From 1958 to 1974, the landfill received liquid chemical waste, asbestos, domestic wastes and refuse, dredge spoil materials, sandblast grit, solvent wastes, and low-level radioactive wastes from shipboard radium dials, including electronic equipment. Accordingly, only a small fraction of the material deposited in the landfill has the potential to be methanogenic. Since potentially methanogenic materials were deposited there between 35 and 50 years ago the potential for further methanogenesis is low.

Refer to Comment 88-1 which includes two letters from the Department of Health and Human Services, ATSDR, to Dr. Sumchai (dated February 11, 2009, and December 11, 2009) and a letter from Department of Health and Human Services, ATSDR, to Dr. Bhatia of the San Francisco City and County Department of Public Health dated September 20, 2007. With respect to the referenced statements from the September 20, 2007, letter and the December 11, 2009, letter, refer to the following conclusion in the December 11, 2009, letter: “it is not possible to accurately quantify the risk because the currently available tools and limited data have so many inherent uncertainties.”

Refer also to Master Response 12 (Naturally Occurring Asbestos).

Response to Comment SFRA2-20

The energy demand required by the Project was disclosed in the Draft EIR in Table III.R-7 and Table III.R-8. In fact, an entire section of the Draft EIR [Section III.R (Energy)] was devoted to addressing potential impacts related to energy, including electricity, natural gas, petroleum, and greenhouse gases.

The embodied energy associated with building materials is addressed in the Draft EIR. This analysis is presented in Appendix S of the Draft EIR (ENVIRON Climate Change Technical Report Candlestick Point Hunters Point Shipyard Phase II, October 22, 2009). Refer specifically to page 49 of this report and its Appendix C (Life Cycle Greenhouse Gas Emissions from Building Materials). An estimate of “life-cycle” GHG emissions (i.e., GHG emissions from the processes used to manufacture and transport materials used in the buildings and infrastructure) is presented in this section. This estimate is to be used for comparison purposes only and is not included in the final inventory as these emissions would be attributable to other industry sectors under AB 32. For instance, the concrete industry is required by law to report emissions and undergo certain early action emission reduction measures under AB 32. Furthermore, for a life-cycle analysis for building materials, somewhat arbitrary boundaries must be drawn to define the processes considered in the life-cycle analysis. For instance, in the case of building materials, the boundary could include the energy to make the materials, the energy used to make the machine that made the materials, and the energy used to make the machine that made the machine that made the materials.

Various agencies have commented on the inclusion of these embodied energy life-cycle analyses of building materials in CEQA analysis. Recognizing the uncertainties associated with a life-cycle analysis, the California Air Pollution Control Officers Association (CAPCOA) released a white paper (CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008) which states: “The full life-cycle of GHG emissions from construction activities is not accounted for in the modeling tools available, and the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level.”

The Attorney General of California has commented that CEQA requires indirect effects to be analyzed where they can be reasonably estimated (see Letter to Dave Warner San Joaquin Valley Air Pollution Control District, Draft Document Entitled “Characterization of Greenhouse Gas Emissions,” February 17, 2009). This includes emissions from the project’s energy use and life-cycle emissions associated with raw materials used to build the project. However, the Attorney General also notes “CEQA does not require independent research to trace back to its source every single material used in construction, but there is no reason that existing, readily available information about lifecycle emissions should not be included in the CEQA analysis.” Furthermore, CEQA Guidelines Section 15064(d)(3) states, “An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.” The analysis presented in Appendix S of the Draft EIR is consistent with the use of readily available information about lifecycle emissions to the extent that is reasonably foreseeable and is included in the Draft EIR.

Response to Comment SFRA2-21

This comment contains introductory, closing, or general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Refer to Response to Comment 1-1 and Response to Comment 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFRA2-22

The Draft EIR describes the extent to which Project-generated traffic may cause delays to existing and proposed transit routes serving the Project and traveling through the Bayview neighborhood in Impacts TR-22 through TR-30. However, the Draft EIR also identifies mitigation measures MM TR-21 through MM TR-27, which propose constructing transit preferential treatments, including transit only lanes and transit priority signals to reduce the impacts to transit travel times, although not necessarily to less than significant levels in each case. The Project impacts would be to all riders of these lines, including riders traveling to and from the existing Bayview neighborhood. Similarly, the benefits of the mitigation measures at improving transit travel times would be shared by all riders in the study area, including riders from the existing Bayview neighborhood. Refer to Master Response 18 (Transit Mitigation Measure) for greater discussion on these mitigation measures.

On game days, Palou Avenue, between Crisp Avenue and Third Street, would be closed to through-traffic, except for transit vehicles and emergency access vehicles. However, residents would still have

access to their homes as the closure would be to through-traffic only. These conditions would likely only be in place for approximately 2 hours prior to and 2 hours after games on football game days only

Response to Comment SFRA2-23

Refer to Response to Comment 1-1 and Response to Comment 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFRA2-24

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-25

Pages III.B-15 to III.B-16 of Section III.B (Land Use and Plans) contains an analysis of the consistency of the Project with the Bay Area Seaport Plan. The Seaport Plan assigns a “Port” use designation to an area within HPS Phase II. Bay Plan policies accompanying the Port use designation at Hunters Point state that 55 acres designated south of Manseau Street “should remain designated for port priority use and future development of two breakbulk berths.”^{125,126} Findings of the Seaport Plan note that the area most likely for marine terminal development includes Drydock 4, South Pier, the Re-gunning Pier, and the waterfront area along South Basin. However, the Port contracted CBRE Consulting and Martin Associates to update a 2001 study “Maritime Cargo Market and Warehouse Analysis.”¹²⁷ The report identifies the Port of San Francisco as the only breakbulk facility in the Bay Area, annual cargo peaked in 2006 with 250,000 tons, and declined to 150,000 tons of cargo in 2007. Breakbulk at Pier 80 is primarily imported steel which is sensitive to the world economy. The report suggests that Pier 80 marketing efforts diversify from breakbulk into wind turbine components, autos, and fruit. The analysis suggests that the demand for breakbulk facilities is not greater than its current or projected availability. This indicates that policies for breakbulk cargo port priority uses for HPS Phase II may no longer reflect the current economic climate and realistic land use options.

The Project proposes a mixture of land uses on the HPS Phase II site that include a wide range of residential, retail, office, research and development, civic and community, and parks and recreational open space uses. A stadium and marina facilities are also proposed. However, port uses are not proposed for the Project. Findings of the Seaport Plan note that the area most likely for marine terminal development includes Drydock 4, South Pier, the Re-gunning Pier, and the waterfront area along South Basin. The Project’s proposed marina is within this general location.

The Project is inconsistent with two policies that designate the Project site as having 55 acres remaining for port priority use and future development of two breakbulk berths. However, the Project would not be inconsistent with policies designed to reduce or avoid environmental impacts. Implementation of the Project would require an amendment to the Seaport Plan that references the Project site as a component

¹²⁵ *San Francisco Bay Area Seaport Plan*, p. 42, 1996.

¹²⁶ Break-bulk cargo is a shipping term for any loose material that must be loaded individually, not in shipping containers or in bulk as with oil or grain.

¹²⁷ CBRE Consulting and Martin Associates. “Maritime Cargo Market and Warehouse Analysis” February 2009.

of the entitlement action. Following amendment of the Seaport Plan, the Project would be consistent with the Seaport Plan.

Refer to Response to Comment 48-3, which discusses selection of the alternatives analyzed in the EIR.

Response to Comment SFRA2-26

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-27

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-28

Refer to Master Response 8 (Sea Level Rise) for a discussion of recent sea level rise predictions due to climate change and timelines for these changes to occur. Estimates of projected sea level rise used by BCDC¹²⁸ and IPCC¹²⁹, as reported in the Project EIR, were largely derived from sea level monitoring conducted by NASA and NOAA. Based on the most recent reports by NOAA,¹³⁰ mean global sea level monitored between 1993 and 2009 resulted in an average 3.0 mm (0.1 inch) per year increase (Figure 1). This estimate is similar to that reported by NASA,¹³¹ and was attributed to melting ice (glaciers and ice sheets) and the thermal expansion of the ocean as it absorbs excess energy. A general concern by the public has been the fluctuation in the calculated trend value reported by NASA and NOAA, which has ranged from 3 to 3.4 mm/yr for approximately the same time period.¹³² However, the NOAA Laboratory for Satellite Altimetry website¹³³ clearly states that long-term trends are a result of monitoring global mean sea level every 10 days with a measurement uncertainty of 3 to 4 mm.

As discussed in Section III.S (Greenhouse Gas Emissions) of the EIR, tipping elements bring about “abrupt changes that could push natural systems past thresholds beyond which they could not recover.”¹³⁴ NASA reported that tipping elements are more common at regional scales than at global scales. To illustrate this, NASA used the concept of sea level rise in association with the shrinkage of ice sheets as an example of a tipping element. The ice sheets contain approximately 5 to 6 meters (16 to 20

¹²⁸ BCDC (San Francisco Bay Conservation and Development Commission). 2009. Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline, Draft Staff Report. April 7, 2009.

¹²⁹ IPCC (Intergovernmental Panel on Climate Change). 2007. Climate Change 2007: The Physical Basis—Summary for Policymakers. <http://www.ipcc.ch/SPM2feb07.pdf>.

¹³⁰ National Oceanographic Atmospheric Administration (NOAA). 2010. Sea Level Rise. Laboratory for Satellite Altimetry. Accessed on January 12, 2010. <http://ibis.grdl.noaa.gov/SAT/SeaLevelRise/>.

¹³¹ <http://climate.nasa.gov/>.

¹³² Spooner, R. 2009. NASA: Sea Level Update. Climate Audit weblog by Steve McIntyre. Accessed on January 13, 2010. <http://climateaudit.org/2009/08/21/nasa-sea-level-update/>.

¹³³ National Oceanographic Atmospheric Administration (NOAA). 2010. Sea Level Rise. Laboratory for Satellite Altimetry. Accessed on January 12, 2010. <http://ibis.grdl.noaa.gov/SAT/SeaLevelRise/>.

¹³⁴ CNRA (California Natural Resources Agency). 2009. 2009 California Climate Adaptation Strategy. Discussion Draft. A report to the Governor of the State of California in response to Executive Order S-13-2008.

feet) worth of sea level in the Antarctic Ice Sheet and 6 to 7 meters (20 to 23 feet) in the West Antarctic Ice Sheet, which are both vulnerable to widespread melting due to additional warming.

One of the most recent reports on the status of Greenland and Antarctic ice sheets was by Pritchard et al., which utilized new methods (i.e., the Geoscience Laser Altimeter System, launched in 2002 on board NASA's ICESat) for determining dynamic changes.¹³⁵ The authors observed that although there is considerable variation among the ice sheets as a whole, in general there is a net loss in ice mass, especially along the margins. This conclusion was echoed in recent estimates of Antarctic ice sheet mass reported by Chen et al., which stated that the Antarctic ice sheets are losing mass primarily in coastal regions.¹³⁶ To illustrate this point, Chen et al. provided current mass change data from Gravity Recovery and Climate Experiment (GRACE), which are especially concentrated along West Antarctica. Overall, it was estimated that losses associated with Greenland and Antarctic ice sheet melt may be contributing approximately 1.8 mm/yr (0.07 inch/yr) to sea level rise.¹³⁷

It was noted by both studies that the margins are likely receding at a faster rate due to ocean-driven thinning, which Hansen described as a positive feedback process that accelerates disintegration because the ocean acts as a conduit for excess global-scale heating.¹³⁸ Similarly, the 'albedo flip' is another feedback process where darker wet ice absorbs more solar energy and the melt water burrows through the ice sheet to lubricate its base and speed the discharge of icebergs to the ocean¹³⁹. Even though both of these feedback processes can result in significant changes to projected sea level models, they are not always included due to the added complexity.

The IPCC report¹⁴⁰ stated that their modeling did not incorporate Greenland and West Antarctic ice sheet shrinkage owing to the fact that they did not fully understand the "rapid dynamical changes in ice flow." The Copenhagen Diagnosis,¹⁴¹ a group comprised primarily of previous IPCC lead authors, also confirmed that future sea level rise is highly uncertain, specifically due to unknowns associated with how the Greenland and Antarctic ice sheets will respond. However, if ice sheet melt is added to the IPCC¹⁴² values provided in the EIR, then the range of sea level rise would be closer to 13 to 29 inches compared to 7 to 23 inches for the twenty-first century. (Note that this estimation assumes that ice sheet melt will be linear for the next 90 years.) Evidence summarized by Allison et al. claimed that Greenland and

¹³⁵ Pritchard, H.D., Arthern, R.J., Vaghan, D.G., and Edwards, L.A. 2009. Extensive dynamic thinning on the margins of the Greenland and Antarctic ice sheets. *Nature*. 461: 971-975. doi.10.1038/nature08471.

¹³⁶ Chen, J.L., C.R. Wilson, D. Blankenship, and B.D. Tapley. 2009. Accelerated Antarctic ice loss from satellite gravity measurements. *Nature Geoscience*. 2: 859-862.

¹³⁷ Pritchard, H.D., Arthern, R.J., Vaghan, D.G., and Edwards, L.A. 2009. Extensive dynamic thinning on the margins of the Greenland and Antarctic ice sheets. *Nature*. 461: 971-975. doi.10.1038/nature08471

¹³⁸ Hansen, J.E. 2007. Scientific reticence and sea level rise. *Environmental Research Letters*. 2: 1-6.

¹³⁹ Ibid.

¹⁴⁰ IPCC (Intergovernmental Panel on Climate Change). 2007. *Climate Change 2007: The Physical Basis—Summary for Policymakers*. <http://www.ipcc.ch/SPM2feb07.pdf>.

¹⁴¹ Allison, I., N.L. Bindoff, R.A. Bindshadler, P.M. Cox, N. de Noblet, M.H. England, J.E. Francis, N. Gruber, A.M. Haywood, D.J. Karoly, G. Kaser, C. Le Quéré, T.M. Lenton, M.E. Mann, B.I. McNeil, A.J. Pitman, S. Rahmstorf, E. Rignot, H.J. Schellnhuber, S.H. Schneider, S.C. Sherwood, R.C.J. Somerville, K. Steffen, E.J. Steig, M. Visbeck, and A.J. Weaver. 2009. *The Copenhagen Diagnosis, 2009: Updating the World on the Latest Climate Science*. The University of New South Wales Climate Change Research Centre (CCRC). Sydney, Australia. 60pp.

¹⁴² IPCC (Intergovernmental Panel on Climate Change). 2007. *Climate Change 2007: The Physical Basis—Summary for Policymakers*. <http://www.ipcc.ch/SPM2feb07.pdf>.

Antarctica could raise sea levels more than 1 m (39 inches) and up to 2 m at the highest projected extent above the values predicted by the IPCC models, which are even closer to the levels reported by the BCDC¹⁴³ for the San Francisco region. Given the range in uncertainty between global and regional modeling, and the uncertainty of how the arctic ice sheets will respond in this century, it is reasonable to assume that the models reported in the EIR reflect the best science associated with our current understanding of projected sea level rise.

As indicated in Master Response 8, the sea level rise predictions used as a basis for this Project's planning are within the range of estimates reported recently in the literature for changes occurring by the end of this century. This timeframe encompasses the foreseeable life of the Project. Climate change impacts such as sea level rise do not occur over short time frames. Ice sheet collapse which accounts for a major uncertainty with respect to sea level rise would occur over several decades¹⁴⁴ or centuries.¹⁴⁵ Given the uncertainty associated with sea level rise predictions at this time, the strategy proposed for this Project which involves adjusting the grade for a reasonable level of rise and relying on adaptive management strategies to accommodate higher levels is consistent with recommendations by the California Natural Resources Agency (CNRA) which states "adaptation is the only way to deal with the impacts of sea-level rise that is anticipated under either emissions scenario during the twenty-first century."¹⁴⁶

Using both Project design and mitigation measures, the Project represents a significant reduction in GHG emissions from a no action taken scenario to building a development. The Project has four mitigation measures specifically to address GHG emissions and climate change impacts (refer to page III.S-36). Furthermore, mitigation measures in other sections of the EIR will reduce GHG emissions and climate change impacts. In addition to specific mitigation measures, the land use mixes and basic land plan design proposed in the Project Description are fundamental aspects of the Project and include certain features assumed in the GHG emissions inventory that will reduce GHG emissions and climate change impacts.

Response to Comment SFRA2-29

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-30

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

¹⁴³ BCDC (San Francisco Bay Conservation and Development Commission). 2009. Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline, Draft Staff Report. April 7, 2009.

¹⁴⁴ Hansen, J.E. 2007. Scientific reticence and sea level rise. Environmental Research Letters. 2: 1-6.

¹⁴⁵ Refer to page 17 of BCDC (San Francisco Bay Conservation and Development Commission). 2009. Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline, Draft Staff Report. April 7, 2009.

¹⁴⁶ CNRA (California Natural Resources Agency). 2009. 2009 California Climate Adaptation Strategy. Discussion Draft. A report to the Governor of the State of California in response to Executive Order S-13-2008.

Response to Comment SFRA2-31

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. Refer to Response to Comment 1-1 and Response to Comment 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFRA2-32

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. Refer to Response to Comment 1-1 and Response to Comment 85-5 for a discussion of the adequacy of the public comment period, including the many opportunities for providing comments on the Draft EIR.

Response to Comment SFRA2-33

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-34

Refer to Master Response 9 (Status of the CERCLA Process) for an outline of the “Superfund” cleanup process and status of HPS parcels in that process as well as Master Response 13 (Post-Transfer Shipyard Cleanup). Also refer to Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Notices).

Response to Comment SFRA2-35

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment SFRA2-36

Refer to Master Response 6 (Seismic Hazards) for a discussion of construction of buildings and how toxics may be affected in liquefiable or seismically active areas. Refer to Master Response 8 (Sea Level Rise) for a comprehensive discussion of the sea level rise documents reviewed, the levels of sea level rise taken into account for various Project components, and the plan to provide flood protection if higher levels of sea level rise occur.

Response to Comment SFRA2-37

For a comprehensive discussion of sea level rise, refer to Section III.M (Hydrology and Water Quality), Draft EIR pages III.M-14 through -16. Further clarification and review of recently released data are provided in Master Response 8 (Sea Level Rise).

Response to Comment SFRA2-38

Section III.D (Transportation and Circulation) of the Draft EIR provided extensive background information on existing conditions in the Bayview Hunters Point neighborhood. With regard to violence and crime associated with the existing and future transit systems, that issue is not specifically addressed as an environmental impact in the Draft EIR. Public safety on public transit would be addressed by the San Francisco Police Department in consultation with the SFMTA. Refer to Master Response 18 (Traffic Mitigation Measures) for a comprehensive discussion of transportation improvements that would occur throughout the Bayview Hunters Point neighborhood.

Response to Comment SFRA2-39

Refer to Responses to Comments 8-1, 27-1, 27-2, 38-1, 38-2, 40-1, 52-8, 56-1, 56-2, 56-3, 56-4, 56-5, 56-6, 56-7, 56-8, 62-1, 62-2, 62-3, 63-1, 73-10, 73-11, 73-15, 74-1, 74-4, 78-1, 84-12, 89-1, 89-3, 104-1, SFPC-29, SFPC-48, SFPC-50, SFPC-77, SFPC-104, and SFRA2-2 with regard to the Muwekma Ohlone people and the consultation process, as well as Master Response 1 (SB 18) and Master Response 2 (Potential Native American Burial Sites) for a discussion of Native American issues.

F. DRAFT EIR REVISIONS

All of the proposed changes to the Draft EIR that will be made either in response to comments or as staff-initiated text changes are set forth in full in this section. Single-underlined text is used to represent language added or modified in the Draft EIR; ~~strikethrough~~ is used to represent language deleted from the EIR. Revised Draft EIR figures are indicated with the word “[Revised]” next to the title, and new Draft EIR figures are indicated with the word “[New]” next to the title.

If the Lead Agencies certify the EIR, all of the text changes, whether made in response to comments received or as initiated by Staff, will be made to the Draft EIR, which will then represent the Final EIR.

Subsequent to circulation of the Draft EIR, the Applicant, City, and Agency have made minor modifications and/or refinements to the Project, two of the Variants, and one of the Alternatives to provide additional flexibility for Project implementation and to respond to changing construction technologies, community priorities, site-specific urban design goals, and real estate market demands while meeting the Project objectives. Section B (Modifications since Publication of the Draft EIR) provides a summary of the modifications that are analyzed in this section. The Project refinements do not affect the overall maximum development envelope, including total amount of development or building heights or footprints, compared to the analysis in the Draft EIR. For example, minor revisions have been made that redistribute some housing units from one location on Candlestick Point to another on Candlestick Point, but the total amount of units to be developed does not change. Likewise, impacts from modifications to Project Variants (Variant 2A and Variant 3's Tower Variant D) are within the range of impacts identified in the Draft EIR for the Project and its variants. As substantiated by the analysis provided in this section, none of the proposed modifications results in a new significant environmental impact or a substantial increase in the severity of impacts. Further, there are no new feasible mitigation measures or feasible alternatives the Project Applicant declines to adopt. Each of the modifications is analyzed in this section.

The text changes include administrative corrections to clarify information in the Draft EIR initiated by City or Agency staff, as well as the additional analysis of the proposed modifications to the Project, Variants, and Alternatives. Where new tables are being inserted or a number of changes to Draft EIR tables have been made, the new text is not shown in underline for readability. This approach also applies to the analysis for Variant 2A and Subalternative 4A, which represent new text to be added to the EIR. For new tables in Variant 2A and Subalternative 4A that directly correlate with tables in Variant 2 and Alternative 4, the tables keep the same numbering with an “a” attached. The text changes also include Appendices and revisions to EIR figures.

F.1 Changes to Executive Summary

Pages ES-4 to ES-6, Table ES-1 (Major Project Approvals) has been revised

[NOTE: This table has been revised in response to comments and as requested by staff to include additional information on Project approvals.]

Table ES-1	Major Project Approvals [Revised]
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...

Redevelopment Agency Commission

...

- Approves Reports to the Board of Supervisors on the amendments to Redevelopment Plans

...

- Approves land transfer agreements with Port Commission, State Lands Commission, and California Department of Parks and Recreation (CDPR)

...

...

Bay Conservation and Development Commission

- Approves amendments of the Bay Plan and Seaport Plan
- Approves permits for activities within BCDC's jurisdiction, including the proposed Yosemite Slough bridge
- Reviews Project land use plan for federal consistency under the Coastal Zone Management Act for activities not previously authorized in Consistency Determination No. CN 1-99

...

US Army Corps of Engineers

- Approves permit for fill related to the Yosemite Slough bridge, shoreline improvements, and other activities-
- Consults with USFWS or NMFS regarding federally listed species prior to carrying out its discretionary authority under Section 404 of the CWA, pursuant to Section 7 of federal ESA
- Consults with NMFS regarding pile-driving and harbor seal and California sea lion prior to carrying out its discretionary authority under Section 404 of the CWA, pursuant to *Marine Mammal Protection Act*
- Consults with NMFS regarding modifying designated EFH prior to carrying out its discretionary authority under Section 404 of the CWA, pursuant to the *Magnuson-Stevens Act*

...

Page ES-8, the following new text and tables have been added immediately preceding "Alternatives." Although this text is new, for readability, it is not underlined.

PROJECT VARIANTS

Six variants of the Project were formulated by the Agency, the City, and Lennar Urban. These variants include the following:

- Variant 1: San Francisco 49ers move outside the project area (no football stadium constructed at HPS Phase II)—R&D Variant
- Variant 2: San Francisco 49ers move outside the project area (no football stadium constructed at HPS Phase II)—Housing Variant
- Variant 2A: San Francisco 49ers move outside the project area (no football stadium constructed at HPS Phase II)—Housing/R&D Variant

- Variant 3 (Tower Variants A, B, C, and D): Four Candlestick Point tower variants would have the same land use program and overall description as with the Project, but would have different locations and heights for residential towers at Candlestick Point
- Variant 4: A utilities variant would include an automated solid waste collection system, decentralized wastewater treatment, and district energy
- Variant 5: Shared stadium where both the San Francisco 49ers and Oakland Raiders would play at the stadium at HPS Phase II

Three variants (Variants 1, 2, and 2A) address the scenario of the San Francisco 49ers moving to the City of Santa Clara or elsewhere with no football stadium constructed at HPS Phase II. Each of those three variants includes a different land use program at the HPS Phase II site. Variant 1 (R&D Variant) would include increases in R&D space at the stadium location. Variant 2 (Housing Variant) would relocate 1,350 residential units from Candlestick Point to the stadium site. Variant 2A (Housing/R&D Variant) would relocate 1,650 housing units from Candlestick Point to the stadium site, and, in addition, includes an additional 500,000 sf of R&D compared to the Project (for a total of 3,000,000 sf of R&D); 500,000 sf of the total R&D for Variant 2A would be constructed on the stadium site along with the residential uses.

The Candlestick Point Tower Variant (Variant 3) would have the same land use program and overall description as the Project, but would have different locations, heights, and massing of residential towers at Candlestick Point (expressed as four options for this variant: Candlestick Point Tower Variant (Variant 3 [Tower Variants A, B, C, and D])).

A Utilities Variant (Variant 4) would include an automated solid waste collection system, decentralized wastewater treatment, and district energy. A 49ers/Raiders Shared Stadium Variant (Variant 5) would include the scenario of a shared stadium, where both the 49ers and Oakland Raiders would play at a new stadium at HPS Phase II.

None of the variants would alter the Project Objectives, which are provided in detail in Chapter II (Project Description) of this EIR. The variants are analyzed at a project level of detail, which is equal to the Project analysis included in Chapter III (Environmental Setting, Impacts, and Mitigation Measures), Section III.A through Section III.S of this EIR. The environmental impacts that would result from implementation of the variants are presented following the description of each variant. A comparison of the variant development programs to the Project is presented in Table ES-1a (Comparison of Variants to the Project). Table ES-1b (Impact Comparison of Project Variants) summarizes the effects of the Variants compared to the Project.

[NOTE: New Table ES-1a and Table ES-1b have been inserted in the Executive Summary of the EIR to provide a summarized comparison of the variants to the Project.]

Table ES-1a Comparison of Variants to the Project [New]							
Differences	Project	Variant 1: R&D Variant (No Stadium, Additional R&D)	Variant 2: Housing Variant (No Stadium, Housing)	Variant 2A: Housing/ R&D Variant (No Stadium)	Variant 3: Candlestick Point Tower Variants (Different Tower Heights and Locations, Larger Floor Plates)	Variant 4: Utilities Variant (Additional On-Site Infrastructure)	Variant 5: 49ers/Raiders Shared Stadium
						Same overall development plan as Project, but with minor shifts in building locations to accommodate 570,000 gsf for the proposed utility systems (with 330,000 gsf located below ground).	Same development plan as Project
Land Use Plan							
Residential (units)—Candlestick Point	7,850	7,850	6,500	6,225 ^a	7,850	7,850	7,850
Residential (units)—Hunters Point Phase II	2,650	2,650	4,000	4,275 ^a	2,650	2,650	2,650
					Same number of residential units, but different placement of towers		
Office	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Research & Development (gsf)	2,500,000	5,000,000	2,500,000	3,000,000	2,500,000	2,500,000	2,500,000
Regional Retail	635,000	635,000	635,000	635,000	635,000	635,000	635,000
Neighborhood Retail	250,000	250,000	250,000	250,000	250,000	250,000	425 250,000
			Same overall amount of neighborhood retail as Project, but different distribution within HPS Phase II (refer to text for a description)	Same overall amount of neighborhood retail as Project, but different distribution within HPS Phase II (refer to text for a description)			
Tower Floor Plates	10,000 sf	10,000 sf	10,000 sf	10,000 sf	12,500 sf	N/A	N/A
Football Stadium (seats)	69,000 Stadium built by 2017	0	0	0	69,000 Stadium built by 2017	69,000 Stadium built by 2017	69,000 Shared stadium with 49ers and Oakland Raiders Stadium site built by 2017
Yosemite Slough Bridge	Auto/BRT/Ped	BRT/Ped	BRT/Ped	BRT/Ped	Auto/BRT/Ped	Auto/BRT/Ped	Auto/BRT/Ped

Table ES-1a Comparison of Variants to the Project [New]							
Differences	Project	Variant 1: R&D Variant (No Stadium, Additional R&D)	Variant 2: Housing Variant (No Stadium, Housing)	Variant 2A: Housing/ R&D Variant (No Stadium)	Variant 3: Candlestick Point Tower Variants (Different Tower Heights and Locations, Larger Floor Plates)	Variant 4: Utilities Variant (Additional On-Site Infrastructure)	Variant 5: 49ers/Raiders Shared Stadium
Parks, Open Space, and Recreation Uses							
Total Parks, Open Space, and Recreational Uses	336.4	327.0	349.4	326.6	336.4	336.4	337.5
New Parks	148.1	160.5	158	159	148.1	148.1	148.6
Sports Fields and Active Recreation	91.6	69.8	96.7	70.9	91.6	91.6	91.6
State Parklands (acres)	96.7	96.7	96.7	96.7	96.7	96.7	96.7

SOURCE: Lennar Urban, 2010.

a. The bridge would be open to automobiles only on game days.

Table ES-1b		Impact Comparison of Project Variants to Project [New]								
Topic		Impacts								
		Variant 1: R&D Variant (No Stadium, Additional R&D)	Variant 2: Housing Variant (No Stadium, Housing)	Variant 2A: Housing Variant with R&D (No Stadium)	Variant 3: Candlestick Point Tower Variants				Variant 4: Utilities Variant (Additional On-Site Infrastructure)	Variant 5: 49ers/Raiders Shared Stadium
					Tower Variant A	Tower Variant B	Tower Variant C	Tower Variant D		
III.B	Land Use and Plans	=	=	=	=	=	=	=	=	=
III.C	Population, Housing, and Employment	=	=	=	=	=	=	=	=	=
III.D	Transportation and Circulation	>	<	>	=	=	=	=	=	=
III.E	Aesthetics	=	<	<	>	>	>	>	=	=
III.F	Shadows	<	<	<	>	=	<	<	=	=
III.G	Wind	<	<	<	=	=	=	=	=	=
III.H	Air Quality	=	=	=	=	=	=	=	=	=
III.I	Noise	>	<	=	=	=	=	=	=	=
III.J	Cultural Resources and Paleontological Resources	=	=	=	=	=	=	=	=	=
III.K	Hazards and Hazardous Materials	=	=	=	=	=	=	=	=	=
III.L	Geology and Soils	=	=	=	=	=	=	=	=	=
III.M	Hydrology and Water Quality	>	<	=	=	=	=	=	<	=
III.N	Biological Resources	=	=	=	=	=	=	=	=	=
III.O	Public Services	>	<	=	=	=	=	=	=	=
III.P	Recreation	=	=	=	=	=	=	=	=	=
III.Q	Utilities	=	=	=	=	=	=	=	<	=
III.R	Energy	=	=	=	=	=	=	=	=	=
III.S	Greenhouse Gas Emissions	>	=	=	=	=	=	=	=	=

SOURCE: PBS&J,2010.

NOTE: Each topic is compared to the Project and for each impact area, impacts are equal to (=), greater than (>), or less than (<) the Project impacts.

Page ES-9, first bullet

- **Alternative 4: Reduced CP-HPS Phase II Development; Historic Preservation; No HPS Phase II Stadium, Marina, or Yosemite Slough Bridge**— ... This alternative includes preservation of ~~three-five~~ potentially historic structures at HPS Phase II. This alternative does not include construction of a bridge over Yosemite Slough.

This alternative was selected to include historic preservation of the five eligible structures on HPS and to provide a reduced development alternative to the Project. This alternative would reduce the area subject to development and would avoid significant impacts to historic resources at HPS Phase II. ...

Page ES-9, after the discussion of Alternative 4 and before the discussion of Alternative 5

- > **Subalternative 4A: CP-HPS Phase II Development Plan with Historic Preservation**—
This subalternative to Alternative 4 retains all of the historic buildings, but includes the same land use plan as described for the Project rather than a reduced development plan as under Alternative 4. This subalternative would preserve the same five historically eligible structures (Buildings 208, 211, 224, 231, and 253) as Alternative 4. The Project's land use plan would be implemented under this subalternative in terms of total square footage of land uses and district locations. However, unlike the Project, Buildings 211, 224, 231, and 253 would be retained and not demolished. The displaced R&D that, under the Project, would be built at the location of Buildings 211, 224, 231, and 253 would be distributed throughout the remainder of the HPS Phase II development and total floor area for R&D would remain the same as the Project, at 2,500,000 sf. However, the building heights in the R&D District on HPS Phase II would increase to accommodate the displaced square footage. Buildings 211, 231, and 253 would be rehabilitated under the Secretary of Interior's Standards to accommodate approximately 338,000 gsf of R&D and 1,000 parking spaces. Building 224, the air raid shelter, would be rehabilitated to provide museum space. Subalternative 4A would also retain existing grades, allowing railroad spurs and other historic elements to remain. A wave protection berm is proposed to accommodate a 36-inch sea level rise. The Bay Trail would run on top of the berm, which would be designed to include seat steps. All other components of Subalternative 4A would remain the same as under the Project.

Page ES-10, the following new tables are inserted prior to "Summary of Impacts." Although these tables are new, for readability, they are not underlined.

[NOTE: These tables are included in the Executive Summary of the EIR to include land use plan information for Subalternative 4A (Table ES-1c) and to provide a summarized comparison of the significant and unavoidable impacts of the Project compared to each of the alternatives.]

Table ES-1c (Summary of Project Alternatives) provides an overview of how the land uses of the Alternatives compare to the land uses of the Project. Table ES-1d (Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives) provides a summary comparison of the significant and unavoidable impacts of the Project compared to each of the Alternatives.

Table ES-1c Summary of Project Alternatives [New]							
Use	Project	Alternative 1 No Project ^a	Alternative 2 No Bridge Alt	Alternative 3 49ers at Candlestick	Alternative 4 Lesser Build with Historic Preservation	Subalternative 4A: CP-HPS Phase II Development Plan with Historic Preservation	Alternative 5 No Park Agreement
Candlestick Point							
Residential (units)	7,850	0	7,850	1,210	5,495	7,850	6,500
Retail (gsf):							
Regional Retail	635,000	0	635,000	0	444,500	635,000	635,000
Neighborhood Retail	125,000	0	125,000	0	87,500	125,000	125,000
Retail Subtotal (gsf)	760,000	0	760,000	0	532,000	760,000	760,000
Community Services (gsf)	50,000	0	50,000	0	50,000	50,000	50,000
Hotel (gsf) ^a	150,000	0	150,000	0	105,000	150,000	150,000
Office (gsf)	150,000	0	150,000	0	105,000	150,000	150,000
10,000-seat Arena (gsf)	75,000	0	75,000	0	75,000	75,000	75,000
Football Stadium (seats)	0	70,000	0	70,000	0	0	70,000
HPS Phase II							
Residential (units)	2,650	1,800 ^b	2,650	4,000	1,855	2,650	4,000
Neighborhood Retail (gsf)	125,000	570,000	125,000	125,000	87,500	125,000	125,000
Research & Development (gsf)	2,500,000	1,087,000	2,500,000	2,500,000	1,750,000	2,500,000	2,500,000
Artists' Studios (gsf):							
1:1 Studio Renovation and Replacement (gsf) ^c	225,000	225,000	225,000	225,000	225,000	225,000	225,000
New Artist Center (gsf)	30,000	0	30,000	30,000	30,000	30,000	30,000
Artist Studio Subtotal (gsf)	255,000	225,000	255,000	255,000	255,000	255,000	255,000
Community Services (gsf)	50,000	0	50,000	50,000	50,000	50,000	50,000
Football Stadium (seats)	69,000	0	69,000	0	0	69,000	0
Mixed-Use	0	580,000	0	0	0	0	0
Cultural and Education	0	330,600	0	0	0	0	0
Marina (slips)	300	0	300	300	0	300	300
Other Elements							
Yosemite Slough bridge	Bridge	No bridge	No bridge	BRT/Pedestrian bridge	No bridge	Bridge	No bridge
Shoreline Improvements	Yes	No	Yes	Yes	Yes	Yes	Yes

Table ES-1c Summary of Project Alternatives [New]

Use	Project	Alternative 1 No Project ^a	Alternative 2 No Bridge Alt	Alternative 3 49ers at Candlestick	Alternative 4 Lesser Build with Historic Preservation	Subalternative 4A: CP-HPS Phase II Development Plan with Historic Preservation	Alternative 5 No Park Agreement
State Parks Agreement/ total acres of State Parkland	Yes/96.7	No/120.2	Yes/96.7	Yes/117.2 ^d	Yes/96.7	Yes/96.7	No/120.2

SOURCE: Lennar Urban, PBS&J, 2009.

- a. Hotel uses include 220 rooms at the proposed Regional Retail Center.
- b. 1,800 housing units on the entire Shipyard including the Phase I site.
- c. Existing artist studios would be replaced at a one-to-one ratio under all alternatives.
- d. Limited exchange of 3.03 acres to construct BRT/pedestrian only Yosemite Slough bridge and Alice Griffith Public Housing

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	Alternative 1 No Project ^a	Alternative 2 No Bridge Alt ^b	Alternative 3 49ers at Candlestick ^c	Alternative 4 Lesser Build with Historic Preservation ^d	Alternative 5 No Park Agreement ^e
--	--	--	---	---	--

TRANSPORTATION

Impact TR-1 The Project would result in construction-related transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity. Mitigation measure MM TR-1 would reduce but not avoid construction-related transportation impacts during construction activities. Therefore, construction transportation impacts would remain significant.

Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU

Impact TR-2 Implementation of the Project would cause an increase in traffic that would be substantial relative to the existing and proposed capacity of the street system, and result in significant and unavoidable impacts. Although implementation of a Travel Demand Management Plan was assumed in developing Project travel demand estimates, and would be essential to ensure that impacts at additional locations do not occur, traffic congestion caused by the Project and the Project's contribution to cumulative impacts would still be significant.

Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

Impact TR-3 The Project would result in significant impacts and would contribute to significant cumulative impacts at intersections in the Project vicinity where no feasible traffic mitigation measures have been identified.

Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

Impact TR-4 At the intersection of Tunnel/Blanken, the Project would result in significant Project AM peak hour traffic impacts, and contribute to cumulative PM peak hour traffic impacts, for which a feasible mitigation measure has been identified. The identified mitigation measure would improve traffic operations, but not to acceptable levels of service.

Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	<i>Alternative 1 No Project^a</i>	<i>Alternative 2 No Bridge Alt^b</i>	<i>Alternative 3 49ers at Candlestick^c</i>	<i>Alternative 4 Lesser Build with Historic Preservation^d</i>	<i>Alternative 5 No Park Agreement^e</i>
Impact TR-5 Project contributions at some study area intersections that would operate at LOS E or LOS F under 2030 No Project conditions were determined to be significant, and no feasible mitigation measures have been identified.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-6 Project contributions at the intersections of Geneva/US-101 Southbound Ramps and Harney/US-101 Northbound Ramps, which would operate at LOS F under 2030 No Project conditions, were determined to be significant, and a mitigation measure has been identified to avoid this impact. However, implementation of mitigation measure MM TR-6 is uncertain, and this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-8 Project contributions at the intersections of Bayshore/Geneva, which would operate at LOS F under 2030 No Project conditions, were determined to be significant, and a mitigation measure has been identified to avoid this impact. However, implementation of mitigation measure MM TR-8 is uncertain, and this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-10 The Project would result in significant Project traffic spillover impacts and contribute to cumulative traffic spillover impacts. The identified mitigation measures would reduce, but not avoid, traffic spillover impacts.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-11 The Project would contribute to significant cumulative traffic impacts at four freeway segments. No feasible mitigation is available.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-12 The Project would result in significant impacts at four freeway on-ramp locations. No feasible traffic mitigation is available.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-13 The Project would contribute to significant cumulative traffic impacts at 12 freeway ramp locations. No feasible traffic mitigation is available.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	<i>Alternative 1 No Project^a</i>	<i>Alternative 2 No Bridge Alt^b</i>	<i>Alternative 3 49ers at Candlestick^c</i>	<i>Alternative 4 Lesser Build with Historic Preservation^d</i>	<i>Alternative 5 No Park Agreement^e</i>
Impact TR-14 The Project would result in significant impacts related to freeway diverge queue storage at the Harney/US-101 Northbound Off-ramp. Mitigation measure MM TR-6 has been identified to avoid this impact, but its implementation is uncertain. Therefore, this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-15 The Project would contribute to significant cumulative traffic impacts related to freeway diverge queue storage at some off-ramp locations. Mitigation measure MM TR-6 has been identified to avoid this impact at the US-101 Northbound off-ramp to Harney Way, and US-101 Southbound Off-ramp to Harney Way/Geneva Avenue. However, implementation is uncertain. For the other ramps, no feasible mitigations have been identified. Therefore, this impact would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-21 The Project would increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno. Implementation of mitigation measures MM TR-21.1 and MM TR-21.2 could reduce impacts to transit operations. However, since feasibility of MM TR-21.1 is uncertain, and since MM TR-21.2, without MM TR-21.1, would reduce, but not completely avoid, impacts on the 9-San Bruno, Project impacts and Project contributions to cumulative impacts on the 9-San Bruno would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-22 The Project would increase congestion and contribute to cumulative conditions at intersections along Palou Avenue, which would increase travel times and impact operations of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy. Implementation of mitigation measure MM TR-22.1 and MM TR-22.2 would reduce impacts to transit operations. However, since feasibility of MM TR-22.1 is uncertain, and since MM TR-22.2, without MM TR-22A, would reduce, but not completely avoid, impacts on the 23-Monterey, 24-Divisadero, and 44-O'Shaughnessy, Project impacts and Project contributions to cumulative impacts on the these lines would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-23 The Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would increase travel times and would impact operations of the 29-Sunset. Implementation of mitigation measures MM TR-23.1 and MM TR-23.2 would reduce impacts to transit operations. However, since feasibility of MM TR-23.1 is uncertain, and since MM TR-23.2, without MM TR-23.1, would reduce, but not completely avoid, impacts on the 29-Sunset, Project impacts and Project contributions to cumulative impacts on the 29-Sunset would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	<i>Alternative 1 No Project^a</i>	<i>Alternative 2 No Bridge Alt^b</i>	<i>Alternative 3 49ers at Candlestick^c</i>	<i>Alternative 4 Lesser Build with Historic Preservation^d</i>	<i>Alternative 5 No Park Agreement^e</i>
Impact TR-24 The Project would increase congestion at intersections along Evans Avenue, which would increase travel times and impact operations of the 48-Quintara-24 th Street. Implementation of mitigation measures MM TR-24.1 and MM TR-24.2 would reduce impacts to transit operations. However, since feasibility of MM TR-24.1 is uncertain, and since MM TR-24.2, without MM TR-24.1, would reduce, but not completely avoid, impacts on the 48-Quintara-24 th Street, Project impacts and Project contributions to cumulative impacts on the 48-Quintara-24 th Street would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-25 The Project would increase congestion at intersections in the study area, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the 54-Felton. Implementation of mitigation measure MM TR-25 would reduce, but not avoid impacts.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-26 The Project would increase congestion at intersections along Third Street, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the T-Third. Implementation of mitigation measures MM TR-26.1 and MM TR-26.2 would reduce impacts to transit operations. However, since feasibility of MM TR-26.1 is uncertain, and since MM TR-26.2, without MM TR-26.1, would reduce, but not completely avoid, impacts on the T-Third, Project impacts and Project contributions to cumulative impacts on the T-Third would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-27 The Project would increase congestion at the intersection of Geneva Avenue and Bayshore Boulevard. This would increase travel times and impact operations of the 28L-19 th Avenue/Geneva Limited. Implementation of mitigation measures MM TR-27.1 and MM TR-27.2 would reduce impacts to transit operations. However, since feasibility of MM TR-27.1 is uncertain, and since MM TR-27.2, without MM TR-27.1, would reduce, but not completely avoid, impacts on the 28L-19 th Avenue/Geneva Limited, Project impacts and Project contributions to cumulative impacts on the 28L-19 th Avenue/Geneva Limited would remain significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-28 The Project would increase congestion on US-101 mainline and ramps, which would increase travel times and impact operations of the 9X, 9AX, 9BX-Bayshore Expresses, and 14X-Mission Express. The Project would also contribute to cumulative impacts on these transit routes on US-101. No feasible mitigation has been identified.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-30 The Project would increase congestion and contribute to cumulative congestion on US-101 and on Bayshore Boulevard, which would increase travel times and adversely affect operations of SamTrans bus lines on these facilities. No feasible mitigation has been identified.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	<i>Alternative 1 No Project^a</i>	<i>Alternative 2 No Bridge Alt^b</i>	<i>Alternative 3 49ers at Candlestick^c</i>	<i>Alternative 4 Lesser Build with Historic Preservation^d</i>	<i>Alternative 5 No Park Agreement^e</i>
Impact TR-32 The Project's proposed transit preferential treatments and significant increases in traffic volumes on Palou Avenue would result in impacts on bicycle travel on Bicycle Routes #70 and #170 between Griffith Street and Third Street. The effectiveness of mitigation is uncertain. Therefore, the impact would remain significant.					
Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/SU	SU/SU	SU/SU
Impact TR-38 For as many as 12 times a year 49ers games at the proposed stadium would result in significant impacts on study area roadways and intersections. Implementation of mitigation measure MM TR-38 would lessen game-day impacts; however, traffic impacts would remain significant.					
Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI
Impact TR-39 The existing game day service and Project transit improvements would not be adequate to accommodate projected transit demand. Implementation of mitigation measure MM TR-39 would reduce game-day impacts on transit capacity; however, traffic impacts on transit operations would remain significant.					
Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI
Impact TR-46 Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without a secondary event, and result in significant impacts at nine additional intersections and one additional freeway off-ramp. Implementation of mitigation measure MM TR-46 would reduce but not avoid impacts.					
Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI
Impact TR-47 The existing transit service and Project improvements would not be adequate to accommodate projected transit demand during secondary events with attendance of 37,500 spectators. In addition, transit lines serving the area would experience additional delays due to traffic generated by the secondary event.					
Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI
Impact TR-51 Weekday evening events at the arena would exacerbate congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without an arena event, and result in significant traffic impacts at Harney Way and Jamestown Avenue, which was operating acceptably under Project conditions without an arena event. Mitigation measure MM TR-51 would reduce but not avoid impacts.					
Significance of Alternative Compared to Project	<	=	<	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/SU

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	<i>Alternative 1 No Project^a</i>	<i>Alternative 2 No Bridge Alt^b</i>	<i>Alternative 3 49ers at Candlestick^c</i>	<i>Alternative 4 Lesser Build with Historic Preservation^d</i>	<i>Alternative 5 No Park Agreement^e</i>
Impact TR-52 Sell-out weekday evening events at the arena could impact existing and proposed transit service. However, traffic congestion would impact transit operations. Implementation of mitigation measure MM TR-23.1 would reduce impacts to less than significant. Due to the uncertainty of this mitigation the impact would remain significant.					
Significance of Alternative Compared to Project	<	=	<	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/SU
AIR QUALITY					
Impact AQ-4 Operation of the Project would violate BAAQMD CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources and contribute substantially to an existing or projected air quality violation at full build-out in the year 2029.					
Significance of Alternative Compared to Project	<	=	<	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
NOISE					
Impact NO-2 Construction activities associated with the Project would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 and 2908 of the <i>Municipal Code</i> , vibration levels would still be significant.					
Significance of Alternative Compared to Project	=	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/SU	SU/SU
Impact NO-3 Construction activities associated with the Project would result in a substantial temporary or periodic increase in ambient noise levels.					
Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
Impact NO-6 Operation of the Project would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes.					
Significance of Alternative Compared to Project	<	=	=	=	=
Level of Significance after Mitigation (Project/Alternative)	SU/LTS	SU/SU	SU/SU	SU/SU	SU/SU
Impact NO-7 Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert.					
Significance of Alternative Compared to Project	<	=	<	<	<
Level of Significance after Mitigation (Project/Alternative)	SU/NI	SU/SU	SU/NI	SU/NI	SU/NI

Table ES-1d Comparison of the Significant and Unavoidable Impacts of the Project to Each of the Alternatives [New]

	<i>Alternative 1 No Project^a</i>	<i>Alternative 2 No Bridge Alt^b</i>	<i>Alternative 3 49ers at Candlestick^c</i>	<i>Alternative 4 Lesser Build with Historic Preservation^d</i>	<i>Alternative 5 No Park Agreement^e</i>
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CULTURAL RESOURCES

Impact CP-1 Construction activities associated with the Project could result in a substantial adverse change in the significance of a historical resource.

Significance of Alternative Compared to Project	=	=	=	<	=
Level of Significance after Mitigation (Project/Alternative)	SU/SU	SU/SU	SU/SU	SU/LTS	SU/SU

< Alternative does lessen the severity of the impact

> Alternative increases the severity of the impact

= Alternative impact is similar to the Project impact

NI = No Impact

LTS = Less-Than-Significant impact

SU = Significant and Unavoidable Impact

a. No Project

b. CP-HPS Phase II Development Plan, HPS Phase II Stadium, State Parks Agreement, and without the Yosemite Slough Bridge

c. Reduced CP-HPS Phase II Development, San Francisco 49ers Stay at Existing Candlestick Park Stadium, with Limited State Parks Agreement, and Yosemite Slough Bridge Serving Only Transit, Bicycles, and Pedestrians

d. Reduced CP-HPS Phase II Development; Historic Preservation; State Parks Agreement; No HPS Phase II Stadium, Marina, or Yosemite Slough Bridge

e. Reduced CP-HPS Phase II Development, No HPS Phase II Stadium, No State Parks Agreement, and without the Yosemite Slough Bridge

Page ES-12, Table ES-2 (Summary of Environmental Effects and Mitigation Measures) has been revised

[NOTE: This table has been revised to reflect changes and refinements in mitigation measures made both in response to comments and as requested by City/ Agency staff for correction or clarification.]

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...			

SECTION III.D (TRANSPORTATION AND CIRCULATION)

Impact TR-1 Construction of the Project would result in transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity.

PS

MM TR-1 Candlestick Point–Hunters Point Shipyard Phase II Construction Traffic Management Program. The Project Applicant shall develop and implement a Candlestick Point–Hunters Point Shipyard Phase II Construction Traffic Management Program to minimize impacts of the Project and its contribution to cumulative impacts related to construction activities and construction traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or provisions set forth by SFMTA, DPW or other City departments and agencies.

SU/MM

Preparation of the Construction Management Program shall be the responsibility of the Project Applicant, and shall be reviewed and approved by SFMTA and DPW prior to initiation of construction. The Project Applicant shall update the program prior to approval of development plans for Phase #2, Phase #3, and Phase #4 of construction to reflect any change to Project development schedule, reflect transportation network changes, to update status of other development construction activities, and to reflect any changes to City requirements.

The program shall:

- Identify construction traffic management practices in San Francisco, as well as other jurisdictions that although not being implemented in the City could provide useful guidance for a project of this size and characteristics.
- Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines.
- Describe coordination efforts associated with the Navy remediation efforts and scheduling regarding construction vehicle routing via the Crisp gate.
- Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities in the Bayview Hunters Point area. These could include construction strategies, demand management strategies, alternate route strategies, and public

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		information strategies.	
		<ul style="list-style-type: none"> Coordinate with other projects in construction in the immediate vicinity, so that they can take an integrated approach to construction-related traffic impacts. Present guidelines for selection of construction traffic management strategies. 	
...			
Impact TR-6 Implementation of the Project could contribute traffic at the intersections of Geneva/US-101 Southbound Ramps and Harney/US-101 Northbound Ramps, which would operate at LOS F under 2030 No Project conditions.	PS	<p>MM TR-6 <i>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts.</i> The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure Project-generated vehicle trips are accounted for in the Harney Interchange analyses and design.</p> <p>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA <u>or its equivalent</u>. The Project Applicant shall contribute its fair share to the Harney Interchange Project.</p>	SU/MM
Impact TR-8 Implementation of the Project could contribute traffic to the intersections of Bayshore/Geneva, which would operate at LOS F under 2030 No Project.	PS	<p>MM TR-8 <i>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts.</i> The City of Brisbane, as part of the Geneva Avenue Extension Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the Project. The San Francisco County Transportation Authority (SFCTA) and SFMTA shall coordinate with the City of Brisbane to ensure projected traffic volumes are accounted for in the design of the Geneva Avenue Extension.</p> <p>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA <u>or its equivalent</u>. The Project Applicant shall contribute its fair share to the Geneva Avenue Extension Project.</p>	SU/MM
...			
Impact TR-16 Implementation of the Project would increase traffic volumes and, but would not contribute—make a considerable contribution to cumulative traffic volumes on Harney Way.	PS	<p>MM TR-16 <i>Widen Harney Way as shown in Figure 5 in the Transportation Study.</i> Prior to issuance of the grading permit for <u>Development Phase #1</u> of the Project, the Project Applicant shall widen Harney Way as shown in Figure 5 in the Transportation Study. Prior to the issuance of grading permits for Phases 2, 3 and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration</p>	LTS/MM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>...</p> <p>Impact TR-21 Implementation of the Project could increase congestion and contribute to cumulative conditions at intersections along San Bruno Avenue, which would increase travel times and impact operations of the 9-San Bruno.</p>	PS	<p>would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersection on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.</p>	SU/MM
		<p>MM TR-21.1 <i>Maintain the proposed headways of the 9-San Bruno.</i> To address Project impacts to the 9-San Bruno, prior to issuance of a grading permit for <u>Development Phase 1</u>, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the San Bruno Avenue corridor, generally between Campbell Avenue and Silver Avenue. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 9-San Bruno.</p> <ul style="list-style-type: none"> ■ Install a transit-only lane on northbound San Bruno Avenue for the one-block section (400 feet) between Silliman Street and Silver Avenue. This would involve removal of five metered spaces on the east side of San Bruno Avenue, just south of Silver Avenue. Treatment for transit-only lanes can range from striping to physical elevation changes or barriers to protect transit right-of-way from mixed-flow traffic. ■ Install a transit-only lane on southbound San Bruno Avenue at the approach to Dwight Street/Paul Avenue. This lane would function as a so-called "queue-jump" lane, allowing buses to bypass queues on southbound San Bruno Avenue at the intersection. The lane should begin approximately 200 feet north of Dwight Street and extend one block (about 300 feet) south of Paul Avenue to Olmstead Street. This would involve the removal of up to 20 on-street parking spaces on the west side of San Bruno Avenue. This treatment could be limited to peak hours only, which would minimize the impact of the parking loss. The segment of San Bruno Avenue between Dwight Street and Olmstead Street is designated as Bicycle Routes #705 and 5 (Class III signed routes). ■ At the intersection of San Bruno/Silver install signal priority treatments on westbound Silver Avenue, where buses waiting to turn left from Silver Avenue onto southbound San Bruno Avenue must currently wait through almost an entire signal cycle due to the heavy oncoming traffic on eastbound Silver Avenue. Installation of a transit signal pre-emption at this location that provides a "green" signal for westbound vehicles but holds eastbound vehicles when buses are present would allow transit vehicles to turn left onto San Bruno Avenue without having to wait for opposing eastbound through traffic to clear. <p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped</p>	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
Impact TR-22 Implementation of the Project would contribute traffic to cumulative conditions at intersections along Palou Avenue, which would increase travel times and impact operations of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy.	PS	with transit priority elements. MM TR-21.2 Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno. Should mitigation measure MM TR-21.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.	SU/MM
		<p>MM TR-22.1 Maintain the proposed headways of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy. To address Project impacts to the 23-Monterey, 24-Divisadero and the 44-O'Shaughnessy, prior to issuance of a grading permit for Development Phase I₁, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Palou Avenue corridor, generally between Griffith Street and Newhall Street. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 23-Monterey, 24-Divisadero, and the 44-O'Shaughnessy.</p> <ul style="list-style-type: none"> ■ Convert one of the two westbound travel lanes on Palou Avenue between Keith Street and Newhall Street (three blocks) to a transit-only lane at all times. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. Because the westbound lanes between Third Street and Newhall Street are relatively narrow, parking would likely need to be prohibited on the north side of Palou Avenue between Third Street and Newhall Street (approximately 600 feet) during peak periods to maximize the effectiveness of the transit-only lane. ■ Convert one of the two eastbound travel lanes on Palou Avenue between Newhall Street and Third Street (one block) to a transit-only lane at all times. Because the eastbound travel lanes between Newhall Street are relatively narrow, parking would likely need to be prohibited on the south side of Palou Avenue between Newhall Street and Third Street (approximately 600 feet) during peak periods to maximize the effectiveness of the transit-only lane. In the eastbound direction, east of Third Street, buses would re-enter the single mixed-flow traffic lane at the bus stop on the far (east) side of Third Street. ■ There are currently pedestrian corner bulbs on the northwest and southwest corners of the intersection of Palou Avenue and Third Street. In order to accommodate the transit-only lanes west of Third Street, these bulbouts would be reconfigured or removed. Although removing pedestrian bulb-outs may increase pedestrian crossing distances and is generally inconsistent with the City's desire to prioritize pedestrian activity, in this case, the improvement would offer substantial benefits to transit travel times by allowing a transit-only lane through a congested intersection. This would be consistent with the City's transit-first policy. ■ During the PM peak period only, prohibit parking on westbound Palou Avenue for the four-block segment between Griffith Street/Crisp Avenue and Keith Street, to provide for a PM peak period curb transit-only 	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>lane along this segment. This would create a continuous westbound transit-only lane on Palou Avenue between Griffith Street/Crisp Avenue and Newhall Street during the PM peak period.</p> <ul style="list-style-type: none"> As an alternative to the bulleted measures above, narrow the existing sidewalks on Palou Avenue from Third Street to Crisp Avenue (seven blocks) from 15 feet to 12 feet in width. The pedestrian bulb-outs on the west side of Third Street would be removed. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Palou Avenue. This would preserve on-street parking along the corridor and provide a seven-block transit-only lane on Palou Avenue between Griffith Street/Crisp Avenue and Newhall Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. <u>Subsequent to publication of the Draft EIR, SFMTA and the Project Applicant conducted an evaluation of this alternative measure and determined that it is a feasible and viable alternative to the four bulleted items above.</u> <p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program.</p> <p>MM TR-22.2 <i>Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy.</i> Should mitigation measure MM TR-22.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	
Impact TR-23 Implementation of the Project would increase congestion at intersections along Gilman Avenue and Paul Avenue, which would increase travel times and would impact operations of the 29-Sunset.	PS	<p>MM TR-23.1 <i>Maintain the proposed headways of the 29-Sunset.</i> To address Project impacts to the 29-Sunset, prior to issuance of a grading permit for <u>Development Phase 1</u>, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Gilman Avenue and Paul Avenue corridor, generally between Arellious Walker Drive and Bayshore Boulevard. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 29-Sunset.</p> <ul style="list-style-type: none"> For the five-block segment of Gilman Avenue between Arellious Walker Drive and Third Street, prohibit on-street parking on westbound Gilman Avenue during the AM and PM peak periods to provide for three westbound travel lanes. During the peak periods convert one of the three westbound travel lanes to transit-only. During off-peak periods, parking would be allowed, and buses would travel in one of the two mixed-flow lanes. The peak period transit lanes would impact 90 parking spaces. For the same five-block segment of Gilman Avenue between Arellious Walker Drive and Third Street, 	SU/MM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>restripe the eastbound direction to provide two travel lanes, one of which would accommodate on-street parking and one of which would be a mixed-flow travel lane. During the AM and PM peak periods, prohibit on-street parking in the eastbound direction, and operate one of the two eastbound lanes as transit-only lanes. The peak period transit lanes would impact 80 parking spaces.</p> <ul style="list-style-type: none"> As an alternative to the two bulleted measures above, narrow the existing sidewalks convert one of the travel lanes in each direction on Gilman Avenue from Third Street to Griffith Street (four blocks) from 15-foot to 12 foot in width. The resulting 12-foot wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width to transit-only. This would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Gilman Avenue. This would preserve on-street parking along the corridor and provide four-block transit-only lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic. Subsequent to publication of the Draft EIR, SFMTA and the Project Applicant conducted an evaluation of this alternative measure and determined that is a feasible and viable alternative to the two bulleted items above. Prohibit on-street parking on the north side of Paul Avenue, between Third Street and Bayshore Boulevard to create two westbound through lanes. Convert one westbound through lane to transit-only in the AM and PM peak periods. The peak period transit-only lane would impact 40 parking spaces. At the intersection of Paul Avenue and Bayshore Avenue, provide transit signal priority treatment (i.e., queue jump) to allow transit vehicles to maneuver into the mixed flow left-hand lane, facilitating a left-turn movement immediately west of Bayshore Boulevard from westbound Paul Avenue to southbound San Bruno. <p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include transit priority treatments on San Bruno Avenue, on the portions where the 29-Sunset travels.</p> <p>MM TR-23.2 Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset. Should mitigation measure MM TR-23.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	
Impact TR-24 Implementation of the Project would increase congestion at intersections along Evans Avenue, which would increase travel times and impact operations of the 48-	PS	<p>MM TR-24.1 Maintain the proposed headways of the 48-Quintara-24th Street. To address Project impacts to the 48-Quintara-24th Street, prior to issuance of a grading permit for <u>Development</u> Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Evans Avenue corridor, generally between Hunters Point Boulevard and Napoleon Street. The study shall create a monitoring program</p>	SU/MM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
Quintara-24 th Street.		<p>to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 48-Quintara-24th Street.</p> <ul style="list-style-type: none"> On Evans Avenue, between Jennings Street and Napoleon Street (a nine-block segment—about 6,000 feet), convert one of the two travel lanes in each direction to a transit-only lane at all times. Treatment for transit-only lanes can range from striping to physical elevation changes or barriers to protect transit right-of-way from mixed-flow traffic. <p>The Project Applicant shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include extension of transit only lanes in one or both directions between Napoleon Street and Cesar Chavez Street or onto Hunters Point Boulevard and Innes Avenue.</p> <p>MM TR-24.2 <i>Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24th Street.</i> Should mitigation measure MM TR-24.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24th Street. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.</p>	
...			
<p>Impact TR-26 Implementation of the Project would increase congestion at intersections along Third Street, and make a considerable contribution to cumulative impacts that would increase travel times and impact operations of the T-Third.</p>	PS	<p>MM TR-26.1 <i>Maintain the proposed headways of the T-Third.</i> To address Project impacts to the T-Third, prior to issuance of a grading permit for <u>Development Phase 1</u>, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvement that could reduce Project impacts on transit operations along Third Street between Thomas Avenue and Kirkwood Avenue. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the T-Third.</p> <ul style="list-style-type: none"> Reconfigure the section of Third Street between Thomas Avenue and Kirkwood Avenue (9 blocks) where the light rail vehicles currently share the travel lane with auto traffic to provide a dedicated transit right-of-way, consistent with the rest of the route. This would require either removal of one travel lane in each direction on Third Street, or removal of on-street parking and some sidewalk bulbouts. In addition, left-turns from Third Street in this segment would be restricted in both directions. Treatment for transit-only lanes can range from striping to physical elevation or barriers to protect transit right-of-way from mixed-flow traffic. <p>Implementation of the intersection <u>roadway</u> reconfiguration shall be the responsibility of SFMTA, and shall be implemented when the results of the study described above indicate transit improvements are necessary. The Project Applicant shall fully fund the costs of implementing the transit priority improvements prior to approval of subsequent phases of development.</p> <p>MM TR-26.2 <i>Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project</i></p>	SU/MM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...		contribution to cumulative impacts to headways on the T-Third. Should mitigation measure MM TR-26.1 not be feasible or effective, the Project Applicant shall work with SFMTA to purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the T-Third. Funds for the implementation of this mitigation measure are expected to be generated from a combination of Project revenues that accrue to the City, and other funding sources.	
...			
Impact TR-32 Implementation of the Project's proposed transit preferential treatments and significant increases in traffic volumes on Palou Avenue could result in impacts on bicycle travel on Bicycle Routes #70 and #170 between Griffith Street and Third Street.	PS	MM TR-32 <i>Determine the feasibility of relocating Bicycle Routes #70 and #170.</i> Prior to issuance of the grading permit for <u>Development Phase 1</u> , the Project Applicant shall fund a study to determine the feasibility of relocating Bicycle Routes #70 and #170. The study of the bicycle route relocation, necessary environmental clearance documentation, and implementation shall be the responsibility of SFMTA. Since the feasibility of the relocation of the routes is uncertain at this time, the Project impact on bicycle circulation on Palou Avenue would remain significant and unavoidable.	SU/MM
...			
Impact TR-39 Implementation of the Project with existing game day service and Project transit improvements would not be adequate to accommodate projected transit demand.	PS	MM TR-39 <i>Transit Service during Game Days.</i> SFMTA shall increase frequency on regularly scheduled Muni routes serving the stadium area on game days. In addition, the stadium operator shall fund additional Muni shuttle service between the stadium and regional transit service, including BART (Balboa Park and/or Glen Park Station) and Caltrain (Bayshore Station). Although the specific frequencies of individual routes should be determined based on patron characteristics that may evolve over time, the increased transit service, taken as an aggregate, should generally compensate for the projected shortfall of 3,600 passengers per hour on the existing and proposed transit lines. Prior to opening day at the new stadium, the City and stadium operator shall determine costs associated with the increased service and determine funding sources. Examples of funding sources that shall be considered include a surcharge on game tickets or other such revenue mechanism. Implementation of increased transit service would be the responsibility of SFMTA and the stadium operator, and would be implemented when projected attendance warrants additional service.	SU/MM
...			
Impact TR-46 Weekday evening secondary events at the stadium would result in increased congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project	PS	MM TR-46 <i>Traffic Control Officers.</i> The stadium operator shall develop as part of a stadium Transportation Management Plan (TMP), a strategy for coordinating with representatives of SFMTA and the SF Police Department for deploying traffic control officers in the Project vicinity to increase efficiency of pre- and post-event traffic, similar to what would be in place for football game days. The secondary event component of the stadium TMP shall be approved by SFMTA. The stadium operator shall fully fund implementation of the secondary event (i.e., non-49ers football events) measures.	SU/MM

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
conditions without a secondary event, and result in significant impacts at nine additional intersections and one additional freeway off-ramp.			
<p>Impact TR-47 With implementation of the Project, the existing transit service and Project improvements would not be adequate to accommodate projected transit demand during secondary events with attendance of 37,500 spectators. In addition, transit lines serving the area would experience additional delays due to traffic generated by the secondary event.</p>	PS	<p>MM TR-47 <i>Transit Service during Secondary Events.</i> SFMTA shall increase frequency on regularly scheduled Muni routes serving the stadium area prior to large special events. In addition, the stadium operator shall fund additional Muni shuttle service between the stadium and regional transit service, including BART (Balboa Park and/or Glen Park stations) and Caltrain (Bayshore station).</p> <ul style="list-style-type: none"> Routes 24-Divisadero, 28L-19th Avenue Limited, and 44-O'Shaughnessey would already be operating near their maximum frequency. Therefore, this mitigation measure primarily applies to the 48-Quintara-24th Street route and the new HPX service. If each of these routes were increased to have five-minute frequencies (typically considered the maximum frequency that can be regularly maintained), the transit capacity toward the stadium would increase by 828 passengers per hour, for a total of 3,928 passengers. Even with the additional service on these two lines, there would be a shortfall of 1,797 passengers per hour in transit capacity. Additional express service to key regional transit destinations and regional charter express service, similar to what is offered on football game days, would offset a portion of the shortfall in transit capacity. The amount and nature of special service to special stadium events would depend on the type and size of the special event. Generally, the capacity of the express service should compensate for the shortfall of 1,797 passengers per hour for a 37,500-person event (transit supply, would of course, be designed on a case-by-case basis depending on the expected size of the secondary event). SFMTA and the stadium operator shall implement a stadium transportation systems plan similar to that developed for game-day operations (except that the Yosemite Slough bridge shall not be available for private automobiles), on a case-by-case basis depending on the expected size of the secondary event. <p>Prior to opening day at the new stadium, the City and the stadium operator shall determine costs associated with the increased service and determine funding requirements. Examples of funding sources that shall be considered include a surcharge on game tickets, parking or admission surcharge, or other such revenue mechanism. Implementation of increased transit service would be the responsibility of SFMTA and the stadium operator, and would be implemented when projected attendance warrants additional service.</p>	SU/MM
...			
<p>Impact TR-49 With implementation of the Project, pedestrian circulation would not be impeded during arena <u>secondary events at the stadium</u>.</p>	LTS	No mitigation is required.	LTS
...			

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
Impact TR-51 With implementation of the Project, weekday evening events at the arena would exacerbate congestion at intersections, freeway mainline, and freeway ramps already operating at unacceptable LOS under Project conditions without an arena event, and result in significant traffic impacts at Harney Way and Jamestown Avenue, which was operating acceptably under Project conditions without an arena event.	PS	MM TR-51 <i>Transportation Management Plan (TMP)</i> . The arena operator shall develop a Transportation Management Plan (TMP) for coordinating with representatives of SFMTA and the SF Police Department for deploying traffic control officers in the Project vicinity to increase efficiency of pre- and post- event traffic, and for developing incentives to increase transit ridership to the arena. <u>If Variants 1, 2, or 2A are implemented the TMP shall provide for SFMTA to increase the frequency on regularly scheduled Muni routes (primarily the CPX-Candlestick Express) serving the arena area prior to large events at the arena and for the arena operator to provide additional shuttle service to key regional transit destinations, such as BART, Caltrain, and the T-Third light-rail route.</u> Implementation of this mitigation measure would likely speed vehicle entrance and exit to the arena site as well as maintain orderly traffic and transit operations and reduce intrusion onto minor routes to and from the arena. Traffic control officers would facilitate traffic flow at the intersection of Harney/Jamestown which would operate at LOS F conditions with a sell-out arena event. The final arena TMP shall be approved by SFMTA. Preparation of the TMP Plan shall be fully funded by the arena operator, and shall be completed in time for implementation on opening day of the arena.	SU/MM
Impact TR-52 With implementation of the Project, sell-out weekday evening events at the arena could be accommodated within the impact existing and proposed transit service.	PS	MM TR-23.1 would apply to this impact. <u>If Variants 1, 2, or 2A are implemented, MM TR-51 would also apply to this impact.</u>	SU/MM
...			

SECTION III.E (AESTHETICS)

...			
Impact AE-7a Implementation of the Project at Candlestick Point would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties.	PS	<p>MM AE-7a.1 <i>Lighting Direction/Fixtures and Screening Walls to Minimize Glare and Light Spill</i>. The Project Applicant shall ensure that all parking lot and other security lighting shall be directed away from surrounding land uses and towards the specific location intended for illumination. State-of-the-art fixtures shall be used, and all lighting shall be shielded to minimize the production of glare and light spill onto surrounding use. All parking structures shall be constructed with screening walls of sufficient height to block spill light from vehicle headlights.</p> <p>MM AE-7a.2 <i>Low-level/Unobtrusive Light Fixtures</i>. The Project Applicant shall ensure that landscape illumination and exterior sign lighting shall be accomplished with low-level, unobtrusive fixtures.</p> <p>MM AE-7a.3 <i>Lighting Plan</i>. The Project Applicant <u>Developer</u> shall prepare a lighting plan for each sub-phase of the Project and submit it for review and approval to the San Francisco Police Department and the Agency prior to the issuance approval of building permits <u>a sub-phase</u>. Outdoor lighting shall maintain a minimum required illumination, as determined appropriate by the San Francisco Police Department and the Planning Department, Agency for all parking and pedestrian areas. In addition, the plan shall include details such as beam spreads</p>	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>and/or photometric calculation, location and type of fixtures, exterior colors, details on foundations, and arrangement of exterior lighting such that it does not create glare, hazardous interference on adjacent streets, or properties or result in spill light that would adversely impact sensitive receptors in the project area.</p> <p>MM AE-7a.4 Non-reflective Exterior Surfaces to Minimize Glare Impacts. The Project Applicant shall ensure that design of the proposed structures shall include the use of textured or other nonreflective exterior surfaces and nonreflective glass.</p>			
...			
SECTION III.G (WIND)			
...			
Impact W-1a Implementation of the Project at Candlestick Point would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces.	PS	MM W-1a Building Design Wind Analysis. Prior to design approval of Project buildings, if recommended by Agency staff for high-rise structures above 100 feet, the Project Applicant shall retain a qualified wind consultant to provide a wind review to determine if the exposure, massing, and orientation of the building would result in wind impacts that could exceed the threshold of 26-mph-equivalent wind speed for a single hour during the year. The wind analysis shall be conducted to assess wind conditions for the proposed building(s) in conjunction with the anticipated pattern of development on surrounding blocks to determine if the Project building(s) would cause an exceedance of the wind hazard standard. The analysis shall be conducted as directed by the City's wind study guidelines, including, if required, wind tunnel modeling of potential adverse effects relating to hazardous wind conditions. The Agency shall require the Project Applicant to identify design changes that would mitigate the adverse wind conditions to below the threshold of 26-mph-equivalent wind speed for a single hour of the year. These design changes could include, but are not limited to, wind-mitigating features, such as placing towers on podiums with a minimum 15-foot setback from street edges, placement of awnings on building frontages, street and frontage plantings, articulation of building facades, or the use of a variety of architectural materials.	LTS/M
...			
SECTION III.H (AIR QUALITY)			
...			
Impact AQ-2 Construction activities associated with the Project would not result in impacts to <u>on-site and off-site</u> populations from Project-generated emissions of DPM.	PS	MM AQ-2.1 and MM AQ-2.2 would apply to this impact	LTS/M
Impact AQ-2a Construction at	PS	MM AQ-2.1 Implement Emission Control Device Installation on Construction. To reduce DPM emissions during	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
Candlestick Point would not result in impacts to off-site populations from Project-generated emissions of DPM.		Project construction, the Project Applicant shall require construction equipment used for the Project to utilize emission control technology such that 50% of the fleet will meet US_EPA Tier 2 standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) during 2010 and 2011 the first two years of construction activities, increasing to 75% of the fleet in 2012 the third year and 100% of the fleet starting in 2013 the fourth year and for the duration of the Project.	
...			
Impact AQ-2c Construction activities associated with the Project would not result in impacts to the existing Alice Griffith Public Housing from Project-generated emissions of DPM.	PS	MM AQ-2.1 would also apply to this impact. MM AQ-2.2 <i>Implement Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griffith Parcels.</i> In addition to mitigation measure MM AQ-2.1, in order to minimize the potential impacts to residents living in Alice Griffith from the construction activities in that area, the Project Applicant will require that <u>all construction equipment used in the Alice Griffith parcels (CP01 through CP06) would utilize equipment which meets the US_EPA Tier 42 engine standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) throughout the entire duration of construction activities on those parcels.</u>	LTS/M
...			
Impact AQ-4 Operation of the Project would violate BAAQMD CEQA significance thresholds for mass criteria pollutant emissions from mobile and area sources and contribute substantially to an existing or projected air quality violation at full build-out in the year 2029 .	S	No feasible mitigation is available.	SU
...			
Impact AQ-6 Implementation of HPS Phase II would not expose nearby receptors to an increase in local concentrations of toxic air contaminants due to the operation of Research and Implementation <u>Development</u> uses.	PS	MM AQ-6.1 In accordance with the approach used to evaluate this impact, the minimum plot size for facility with sources of TAC emissions in R&D areas will be no smaller than 1 acre. If a facility with sources of TAC emission wishes to locate on a plot size smaller than 1 acre, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not cause these thresholds <u>of a residential cancer risk of 10 in one million and a chronic noncancer HI of 1.0 to be exceeded at the nearest residential locations.</u> MM AQ-6.2 Each facility with sources of TAC emissions <u>on a plot of 1 acre or larger</u> will limit their emissions such that residential cancer risk and chronic non-cancer hazard index evaluated at the facility boundary does not exceed 10 in one million or 1.0, respectively. If these thresholds are exceeded at the boundary, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
Impact AQ-7 Operation of the Project would not exceed SFDPH thresholds or otherwise affect the health of nearby receptors as a result of an increase in local concentrations of vehicle emissions (PM2.5) associated with vehicle use attributable to operation of the Project.	LTS	cause these thresholds to be exceeded at the nearest residential locations. No mitigation is required.	LTS
...			

SECTION III.I (NOISE AND VIBRATION)

Impact NO-7 Noise during football games and concerts at the proposed stadium would result in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert.	S	<p>MM NO-7.1 <i>Mitigation to Minimize Game/Concert-related Temporary Increases in Ambient Noise Levels at Nearby Residences.</i> To ensure that stadium game-and event-induced interior L_{max} noise levels do not exceed an interior noise level of 60 dBA and interfere with speech and other indoor activities in the existing Hunters Point Hill residential community closest to and north of the proposed Stadium (i.e., as identified by the R3 stadium noise model receiver), the Stadium Operator shall:</p> <ul style="list-style-type: none"> ■ After certification of the EIR Stadium Operator enters into lease agreement with Agency, send notification of the establishment of a stadium noise mitigation program (SNMP) to the residential property owners in the identified neighborhood potentially affected by noise from the proposed Stadium ■ Allow property owners an appropriate time after the date of notification about the SNMP to apply for the program, with a reminder sent to the owners before the end of the application period ■ Determine if responding property owners meet qualifications ■ Compile for property-owners reference and send to them a summary of standard types of structural acoustical mitigations ■ Choose a qualified acoustical consultant to survey the potentially affected residential units and recommend sound reduction measures appropriate to offset the modeled stadium noise impacts, which may include: <ul style="list-style-type: none"> > Acoustical upgrades to windows and doors > Acoustical stripping around doors and other openings > Ventilation improvements ■ Estimates cost of recommended sound reduction measures, which shall include labor and materials, permit fees, and City inspections; material costs will, as much as possible, be based on “like-for-like”, that is, for 	SU/M
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Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>replacement of existing materials similar in quality or appearance</p> <ul style="list-style-type: none"> ■ Pay each qualifying property owner the amount of this estimate after obtaining a release from future claims for stadium event noise impacts at each property with each property owner responsible for implementing the sound reduction improvements ■ Establish an ad hoc community working group of neighbors to develop a mediation process should any future disputes arise over the effectiveness of the SNMP in eliminating stadium noise intrusions <p>MM NO-7.2 Residential Use Plan Review by Qualified Acoustical Consultant. To ensure that stadium game-and event-induced interior L_{max} noise levels do not exceed an interior noise level of 60 dBA and interfere with speech and other indoor activities in the proposed on-site residential uses closest to the proposed Stadium, the Stadium Operator <u>Project Applicant</u> shall choose a qualified acoustical consultant to review plans for the new residential uses planned for areas closest to the proposed Stadium and follow their recommendations to provide acoustic insulation or other equivalent measures to ensure that interior peak noise events would not exceed 60 dBA L_{max}.</p>	
...			

SECTION III.J (CULTURAL RESOURCES AND PALEONTOLOGICAL RESOURCES)

...			
Impact CP-1b Construction at HPS Phase II could result in a substantial adverse change in the significance of an historical resource.	S	<p>MM CP-1b.1 Mitigation to Minimize Impacts on Historic Resources at HPS Phase II. To reduce the adverse effect on historical resources, prior to any structural demolition and removal activities, the Project Applicant shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District, as identified in the report titled <i>Bayview Waterfront Plan Historic Resources Evaluation, Volume II: Draft Historic Resources Survey and Technical Report</i>, July 2009, prepared by Circa Historic Property Development.</p> <p>The documentation for the property shall be prepared based on the National Park Services' (NPS) Historic American Building Survey (HABS) / Historic American Engineering Record (HAER) Historical Report Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels II and III) and NPS new policy for NR-NHL photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion (March 2005).</p> <p>The written historical data for this documentation shall follow HABS / HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located as-built drawings shall be produced.</p> <p>Either HABS / HAER standard large format or digital photography shall be used. If digital photography is used,</p>	SU/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>the ink and paper combinations for printing photographs must be in compliance with NR-NHL photo expansion policy and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed .TIF file format. The size of each image will be 1600x1200 pixels at 300 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label.</p> <p>Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of some buildings. All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the dataset.</p> <p>All written and photographic documentation of the potential Hunters Point Commercial Dry Dock and Naval Shipyard Historic District shall be approved by the Historic Preservation Commission SFRA, in consultation with the ERO, prior to any demolition and removal activities.</p> <p>MM CP-1b.2 Interpretive Displays Depicting History of HPS. Interpretive displays related to the history of HPS shall be installed at Heritage Park at Dry Dock Nos. 2 and 3. The number and type of displays shall be approved by the Historic Preservation Commission SFRA, in consultation with the ERO.</p>	
...			

SECTION III.K (HAZARDS AND HAZARDOUS MATERIALS)

...			
Impact HZ-1a Construction at Candlestick Point bayward of the historic high tide line would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.	PS	<p>MM HZ-1a Article 22A Site Mitigation Plans. (Applies only to Candlestick Point.) Prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of Candlestick Point bayward of the high tide line, the Project Applicant shall comply with the requirements of San Francisco Health Code Article 22A. If the site investigation required by Article 22A (or, in the case of development activity in CPSRA, which is not subject to Article 22A, a comparable site investigation that is carried out to comply with this measure, and which involves notification to California State Parks if a site mitigation plan is prepared), indicates the presence of a hazardous materials release, a site mitigation plan must be prepared. The site mitigation plan must specify the actions that will be implemented to mitigate the significant environmental or health and safety risks caused or likely to be caused by the presence of the identified release of hazardous materials. The site mitigation plan shall identify, as appropriate, such measures as excavation, containment, or treatment of the hazardous materials, monitoring and follow-up testing, and procedures for safe handling and transportation of the excavated materials, or for protecting the integrity of the cover or for addressing emissions from remedial activities, consistent with the requirements set forth in Article 22A.</p> <p>To the extent that Article 22A does not apply to state-owned land at CPSRA, prior to undertaking subsurface disturbance activities at CPSRA, the Agency and the California Department of Parks and Recreation shall enter</p>	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>Impact HZ-1b Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with known contaminants from historic uses.</p>	PS	<p>into an agreement to follow procedures comparable equivalent to those set forth in Article 22A for construction and development activities conducted at Candlestick Point State Recreation Area.</p> <p>MM HZ-1b <i>Compliance with Requirements Imposed by Cleanup Decision Documents and Property Transfer Documents.</i> (Applies only to HPS Phase II) Prior to obtaining a grading, excavation, site, building or other permit from the City for development activity at HPS Phase II involving subsurface disturbance, the Project Applicant shall submit documentation acceptable to the San Francisco Department of Public Health that the work will be undertaken in compliance with all <u>notices, restrictions, and requirements</u> imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOST, FOSET or FOSL, including <u>notices, restrictions, and requirements</u> imposed in deeds, covenants, leases, easements, and LIFOs, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans, <u>Community Involvement Plans</u>, and health and safety plans. Such restrictions, imposed by federal and state regulatory agencies as a condition on the Navy transfer of the property to the Agency, will ensure that the property after transfer will be used in a manner that is protective of the environment and human health. The City/Agency may choose to implement this measure by requiring these actions as part of amendments to San Francisco Health Code Article 31, which currently sets forth procedural requirements for development in HPS Phase I, or through an equivalent process established by the City or Agency.</p>	LTS/M
...			
<p>Impact HZ-2a Construction at Candlestick Point would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil and/or groundwater with previously unidentified subsurface contaminants from historic uses.</p>	PS	<p>MM HZ-2a.1 <i>Unknown Contaminant Contingency Plan.</i> (Applies to Candlestick Point, HPS Phase II, and off-site improvements.) Prior to obtaining the first site, building or other permit for development activities involving subsurface disturbance, the Project Applicant shall prepare and the San Francisco Department of Public Health shall approve a contingency plan to address unknown contaminants encountered during development activities. This plan, the conditions of which shall be incorporated into the first permit and any applicable permit thereafter, shall establish and describe procedures for implementing a contingency plan, including appropriate notification <u>to nearby property owners, schools and residents</u> and <u>appropriate</u> site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures would include, but would not be limited to, further investigation and, if necessary remediation of such hazards or releases, including off-site removal and disposal, containment or treatment. In the event unanticipated subsurface hazards or hazardous material releases are discovered during construction, the requirements of this unknown contaminant contingency plan shall be followed. The contingency plan shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan. This measure shall be implemented for HPS Phase II through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.</p> <p>MM HZ-2a.2 <i>Site-Specific Health and Safety Plans.</i> (Applies to Candlestick Point, HPS Phase II, and off-site improvements.) Prior to obtaining the first site, building or other permit for the Project from the City for development activities involving subsurface disturbance, the Project Applicant shall prepare and submit to SFDPH a site-specific health and safety plan (HASP) in compliance with applicable federal and state OSHA</p>	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...		requirements and other applicable laws to minimize impacts to public health and the environment. development of the plan shall be required as a condition of any applicable permit. The plan shall include identification of chemicals of concern, potential hazards, personal protective equipment and devices, and emergency response procedures. The HASP shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan.	
...		This measure shall be implemented for HPS Phase II through additions to Article 31 or through an equivalent process established by the City or Agency as explained in MM HZ-1b.	
Impact HZ-9 Construction at HPS Phase II would not expose construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of Yosemite Slough bridge construction.	PS	MM HZ-9 <i>Navy-approved workplans for construction and remediation activities on Navy-owned property.</i> (Applies only to the portions of HPS Phase II on Navy-owned property). Construction activities and remediation activities conducted on behalf of the Agency or the Project Applicant, on Navy-owned property shall be conducted in compliance with all <u>required notices, restrictions, or other requirements</u> set forth in the applicable lease, easement, or license or other form of right of entry and in accordance with a Navy-approved workplan. This mitigation measure also requires that such activities be conducted in accordance with applicable health and safety plans, dust control plans, stormwater pollution prevention plans, <u>community involvement plans</u> , or any other documents or plans required under applicable law. The City/Agency will access Navy property through a lease, license, or easement. The City/Agency shall not undertake any activity or approve any Project Applicant activity on Navy-owned property until the Navy and other agencies with approval authority have approved a workplan for the activity. The requirement to comply with the approved work plans shall be incorporated into and made a condition of any City/Agency approvals related to activities on Navy property. This measure shall be implemented for HPS Phase II through a process established by the City or Agency as explained in MM HZ-1b.	LTS/M
...			
Impact HZ-12 Remediation activities conducted on behalf of the City or Project Applicant at the HPS Phase II parcels transferred prior to completion of remediation in an "early transfer" would not expose remediation and construction workers, the public, or the environment to unacceptable levels of hazardous materials as a result of the disturbance of soil, sediment, and/or groundwater that may contain	PS	MM HZ-12 <i>Compliance with Administrative Order on Consent at Early Transferred Parcels.</i> (Applies only at HPS Phase II.) Prior to undertaking any remediation activities at HPS Phase II on property that the Navy has transferred to the Agency as part of an early-transfer, the Agency or its contractor or Project Applicant shall comply with all requirements incorporated into remedial design documents, work plans, health and safety plans, dust control plans, <u>community involvement plans</u> , and any other document or plan required under the Administrative Order on Consent. This includes all <u>notices, restrictions, and requirements</u> imposed pursuant to a CERCLA ROD, Petroleum Corrective Action Plan, FOSET, including restrictions imposed in deeds, covenants, and requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans, <u>community involvement plans</u> , and health and safety plans. Prior to obtaining a grading, excavation, site, building, or other permit from the City that authorizes remedial activities, SFDPH shall confirm that the work proposed complies with the applicable plans required by the Administrative Order on Consent. This measure shall be implemented through a requirement in the potential additions to Article 31 imposing requirements to	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
contaminants from historic uses.		parcels other than Parcel A or through an equivalent process established by the City or Agency.	
...			
Impact HZ-15 Construction and grading activities associated with the Project would not disturb soil or rock that could be a source of naturally occurring asbestos in a manner that would present a human health hazard.	PS	<p>MM HZ-15 Asbestos Dust Mitigation Plans and Dust Control Plans. Prior to obtaining a grading, excavation, site, building or other permit from the City that includes soil disturbance activities, the Project Applicant shall obtain approval of an Asbestos Dust Mitigation Plan (ADMP) from BAAQMD for areas over 1 acre that potentially contain naturally occurring asbestos and approval of a Dust Control Plan (DCP) from SFDPH for all areas at HPS Phase II and for areas over 0.5 acre at Candlestick Point. Compliance with the ADMP and DCP shall be required as a condition of the permit.</p> <p>The ADMP shall be submitted to and approved by the BAAQMD prior to the beginning of construction, and the Project Applicant must ensure the implementation of all specified dust control measures throughout the construction Project. The ADMP shall require compliance with the following specific control measures to the extent deemed necessary by the BAAQMD to meet its standard:</p> <ul style="list-style-type: none"> ■ For construction activities disturbing less than one acre of rock containing naturally occurring asbestos, the following specific dust control measures must be implemented in accordance with the asbestos ATCM before construction begins and each measure must be maintained throughout the duration of the construction Project: <ul style="list-style-type: none"> > Limit construction vehicle speed at the work site to 15 miles per hour > Sufficiently wet all ground surfaces prior to disturbance to prevent visible dust emissions from crossing the property line > Keep all graded and excavated areas around soil improvement operations, visibly dry unpaved roads, parking and staging areas wetted at least three times per shift daily with reclaimed water during construction to prevent visible dust emissions from crossing the property line. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour > Adequately wet all storage piles, treat with chemical dust suppressants, or cover piles when material is not being added to or removed from the pile > Wash down all equipment before moving from the property onto a paved public road > Clean all visible track out from the paved public road by street sweeping or a HEPA filter equipped vacuum device within 24 hours ■ For construction activities disturbing greater than one acre of rock containing naturally occurring asbestos, construction contractors are required to prepare an ADMP specifying measures that will be taken to ensure that no visible dust crosses the property boundary during construction. The plan must specify the following measures, to the extent deemed necessary by the BAAQMD to meet its standard: <ul style="list-style-type: none"> > Prevent and control visible track out from the property onto adjacent paved roads. Sweep with reclaimed water at the end of each day if visible soil material is carried out from property 	LTS/M

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> > Ensure adequate wetting or covering of active storage piles > Hydroseed or apply non-toxic soil stabilizers to disturbed surface areas and storage piles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil that will remain inactive for seven days or more. > Control traffic on on-site unpaved roads, parking lots, and staging areas—including a maximum vehicle speed of 15 miles per hour or less > Control earth moving activities > Provide as much water as necessary to control dust (without creating run-off) in any area of land clearing, earth movement, excavation, drillings, and other dust-generating activity > Control dust emissions from off-site transport of naturally occurring asbestos containing materials > Stabilize disturbed areas following construction <p>If required by the BAAQMD, air monitoring shall be implemented to monitor for off-site migration of asbestos dust during construction activities, and appropriate protocols shall be established and implemented for notification of nearby schools, property owners and residents when monitoring results indicate asbestos levels that have exceeded the standards set forth in the plan.</p> <p>The DCP shall be submitted to and approved by the SFDPH prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust control measures throughout the construction Project. The DCP shall require compliance with the following specific mitigation measures to the extent deemed necessary by the SFDPH to achieve no visible dust at the property boundary:</p> <ul style="list-style-type: none"> ■ Submission of a map to the Director of Health showing all sensitive receptors within 1,000 feet of the site. ■ Keep all graded and excavated areas, areas around soil improvement operations, visibly dry unpaved roads, parking and staging areas wetted at least three times per shift daily with reclaimed water during construction to prevent visible dust emissions from crossing the property line. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour ■ Analysis of wind direction and placement of upwind and downwind particulate dust monitors. ■ Record keeping for particulate monitoring results. ■ Requirements for shutdown conditions based on wind, dust migration, or if dust is contained within the property boundary but not controlled after a specified number of minutes. ■ Establishing a hotline for surrounding community members who may be potentially affected by Project-related dust. Contact person shall respond and take corrective action within 48 hours. Post publicly visible signs around the site with the hotline number as well as the phone number of the BAAQMD and make sure the numbers are given to adjacent residents, schools, and businesses. ■ Limiting the area subject to construction activities at any one time. ■ Installing dust curtains and windbreaks on windward and downwind sides of the property lines, as 	

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		<p>necessary. Windbreaks on windward side should have no more than 50% air porosity.</p> <ul style="list-style-type: none"> ■ Limiting the amount of soil in trucks hauling soil around the job site to the size of the truck bed and securing with a tarpaulin or ensuring the soil contains adequate moisture to minimize or prevent dust generation during transportation. ■ Enforcing a 15 mph speed limit for vehicles entering and exiting construction areas. ■ Sweeping affected streets with water sweepers at the end of the day. ■ Hiring an independent third party to conduct inspections for visible dust and keeping records of those inspections. ■ Minimizing the amount of excavated material or waste materials stored at the site. ■ Prevent visible track out from the property onto adjacent paved roads. Sweep with reclaimed water at the end of each day if visible soil material is carried out from property <p>For all areas, this measure shall be implemented through Article 22B (areas over one half acre) or for HPS Phase II through a requirement in the potential additions to Article 31 imposing requirements to parcels other than Parcel A or through an equivalent process established by the City or Agency.</p>	
...			

SECTION III.M (HYDROLOGY AND WATER QUALITY)

...			
<p>Impact HY-1a Construction at Candlestick Point would not cause an exceedance of water quality standards or contribute to or cause a violation of waste discharge requirements.</p>	PS	<p>MM HY-1a.1 Storm Water Pollution Prevention Plan: Combined Storm Sewer System. In compliance with the Article 4.1 of the Public Works Code and the City's Construction Site Water Pollution Prevention Program, the Project Applicant shall submit a site-specific Storm Water Pollution Prevention Plan (SWPPP) to the SFPUC for approval, prior to initiating construction activities in areas draining to the combined sewer system. The SFPUC requires implementation of appropriate Best Management Practices (BMPs) from the California Stormwater Quality Association Stormwater BMP Handbook- Construction or the Caltrans Construction Site BMPs Manual. In accordance with SFPUC's requirements, the SWPPP shall include:</p> <ul style="list-style-type: none"> ■ An Erosion and Sediment Control Plan that includes a site map illustrating the BMPs that will be used to minimize on-site erosion and the sediment discharge into the combined sewer system, and a narrative description of those BMPs. Appropriate BMPs for Erosion and Sediment Control Plan may include: <ul style="list-style-type: none"> > Scheduling—Develop a schedule that includes sequencing of construction activities with the implementation of appropriate BMPs. Perform construction activities and control practices in accordance with the planned schedule. Schedule work to minimize soil-disturbing activities during the rainy season. Schedule major grading operations for the dry season when practical. Monitor the weather forecast for rainfall and adjust the schedule as appropriate. > Erosion Control BMPs—Preserve existing vegetation where feasible, apply mulch or hydroseed areas 	LTS/M

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		<p>with native, non-invasive species, until permanent stabilization is established, and use soil binders, geotextiles and mats, earth dikes and drainage swales, velocity dissipation devices, slope drains, or polyacrylamide to protect soil from erosion.</p> <ul style="list-style-type: none"> > Wind Erosion BMPs—Apply water or other dust palliatives to prevent dust nuisance; prevent overwatering which can cause erosion. Alternatively, cover small stockpiles or areas that remain inactive for seven or more days. > Sediment Control BMPs—Install silt fences, sediment basins, sediment traps, check dams, fiber rolls, sand or gravel bag barriers, straw bale barriers, approved chemical treatment, and storm drain inlet protection to minimize the discharge of sediment. Employ street sweeping to remove sediment from streets. > Tracking Controls—Stabilize the construction site entrance to prevent tracking of sediment onto public roads by construction vehicles. Stabilize on-site vehicle transportation routes immediately after grading to prevent erosion and control dust. Install a tire wash area to remove sediment from tires and under carriages. ■ Non-Stormwater Management BMPs that may include water conservation practices; dewatering practices that minimize sediment discharges; and BMPs for: paving and grinding activities; identifying illicit connections and illegal dumping; irrigation and other planned or unplanned discharges of potable water; vehicle and equipment cleaning, fueling, and maintenance; concrete curing and finishing; temporary batch plants; implementing shoreline improvements and working over water. Discharges from dewatering activities shall comply with the SFPUC's Batch Wastewater Discharge Requirements that regulate influent concentrations for various constituents. ■ Waste Management BMPs shall be implemented for material delivery, use, and storage; stockpile management; spill prevention and control; solid and liquid waste management; hazardous waste management; contaminated soil management; concrete waste management; and septic/sanitary waste management. ■ SWPPP Training Requirements—Construction personnel will receive training on the SWPPP and BMP implementation. ■ Site Inspections and BMP Maintenance—An inspector identified in the SWPPP will inspect the site on a regular basis, before and after a storm event, and once each 24-hour period during extended storms to identify BMP effectiveness and implement corrective actions if required. The SWPPP shall include checklists that document when the inspections occurred, the results of the inspection, required corrective measures, and when corrective measures were implemented. Required BMP maintenance related to a storm event shall be completed within 48 hours of the storm event. <p>MM HY-1a.2 Stormwater Pollution Prevention Plan: Separate Storm Sewer System. Consistent with the requirements of the SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (Construction General Permit), the Project Applicant shall undertake the proposed</p>	

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		<p>Project in accordance with a project-specific Storm Water Pollution Prevention Plan (SWPPP) prepared by Qualified SWPPP Developer, <u>who shall consult with California State Parks on those elements of the SWPPP that cover the Candlestick Park State Recreation Area, including selection of best management practices and other SWPPP improvements.</u> The SFRWQCB, the primary agency responsible for protecting water quality within the project area, is responsible for reviewing and ensuring compliance with the SWPPP. This review is based on the Construction General Permit issued by the SWRCB.</p> <p>The SWPPP shall include, as applicable, all Best Management Practices (BMPs) required in Attachment C of the Construction General Permit for Risk Level 1 dischargers, Attachment D for Risk Level 2 dischargers, or Attachment E for Risk Level 3 dischargers. In addition, recommended BMPs, subject to review and approval by the SFRWQCB, include the measures listed below. However, the measures themselves may be altered, supplemented, or deleted during the SFRWQCB's review process, since the SFRWQCB has final authority over the terms of the SWPPP.</p> <ul style="list-style-type: none"> ■ Scheduling: <ul style="list-style-type: none"> > To reduce the potential for erosion and sediment discharge, schedule construction to minimize ground disturbance during the rainy season. Schedule major grading operations during the dry season when practical, and allow enough time before rainfall begins to stabilize the soil with vegetation or to install sediment-trapping devices. > Sequence construction activities to minimize the amount of time that soils remain disturbed. > Stabilize all disturbed soils as soon as possible following the completion of ground disturbing work. > Install erosion and sediment control BMPs prior to the start of any ground-disturbing activities. ■ Erosion and Sedimentation: <ul style="list-style-type: none"> > Preserve existing vegetation in areas where no construction activity is planned or where construction activity will occur at a later date. > Stabilize and re-vegetate disturbed areas as soon as possible after construction with planting, seeding, and/or mulch (e.g., straw or hay, erosion control blankets, hydromulch, or other similar material) except in actively cultivated areas. <u>Planting and seeding shall use native, non-invasive species.</u> > Install silt fences, coir rolls, and other suitable measures around the perimeter of the areas affected by construction and staging areas and around riparian buffers, storm drains, temporary stockpiles, spoil areas, stream channels, swales, down-slope of all exposed soil areas, and in other locations determined necessary to prevent off-site sedimentation. > Install temporary slope breakers during the rainy season on slopes greater than 5 percent where the base of the slope is less than 50 feet from a water body, wetland, or road crossing at spacing intervals required by the SFRWQCB. > Use filter fabric or other appropriate measures to prevent sediment from entering storm drain inlets. > Detain and treat stormwater using sedimentation basins, sediment traps, baker tanks, or other 	

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		<p>measures to ensure that discharges to receiving waters meet applicable water quality objectives.</p> <ul style="list-style-type: none"> > Install check dams, where applicable, to reduce flow velocities. Check dams reduce erosion and allow sediment to settle out of runoff. > Install outlet protection/energy dissipation, where applicable, to prevent scour of the soil caused by concentrated high velocity flows. > Implement control measures such as spraying water or other dust palliatives to alleviate nuisance caused by dust. <p>■ Groundwater/Dewatering:</p> <ul style="list-style-type: none"> > Prepare a dewatering plan prior to excavation specifying methods of water collection, transport, treatment, and discharge of all water produced by construction site dewatering. > Impound water produced by dewatering in sediment retention basins or other holding facilities to settle the solids and provide other treatment as necessary prior to discharge to receiving waters. Locate sedimentation basins and other retention and treatment facilities away from waterways to prevent sediment-laden water from reaching streams. > Control discharges of water produced by dewatering to prevent erosion. > If contaminated groundwater is encountered, contact the SFRWQCB for appropriate disposal options. Depending on the constituents of concern, such discharges may be disallowed altogether, or require regulation under a separate general or individual permit that would impose appropriate treatment requirements prior to discharge to the stormwater drainage system. <p>■ Tracking Controls:</p> <ul style="list-style-type: none"> > Grade and stabilize construction site entrances and exits to prevent runoff from the site and to prevent erosion. > Install a tire washing facility at the site access to allow for tire washing when vehicles exit the site. > Remove any soil or sediment tracked off paved roads during construction by street sweeping. <p>■ Non-stormwater Controls:</p> <ul style="list-style-type: none"> > Place drip pans under construction vehicles and all parked equipment. > Check construction equipment for leaks regularly. > Wash construction equipment in a designated enclosed area regularly. > Contain vehicle and equipment wash water for percolation or evaporative drying away from storm drain inlets. > Refuel vehicles and equipment away from receiving waters and storm drain inlets, contain the area to prevent run-on and run-off, and promptly cleanup spills. > Cover all storm drain inlets when paving or applying seals or similar materials to prevent the discharge 	

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		of these materials.	
		<ul style="list-style-type: none"> ■ Waste Management and Hazardous Materials Pollution Control: <ul style="list-style-type: none"> > Remove trash and construction debris from the project area daily. > Locate sanitary facilities a minimum of 300 feet from receiving waters. Maintain sanitary facilities regularly. > Store all hazardous materials in an area protected from rainfall and stormwater run-on and prevent the off-site discharge of hazardous materials. > Minimize the potential for contamination of receiving waters by maintaining spill containment and cleanup equipment on site, and by properly labeling and disposing of hazardous wastes. > Locate waste collection areas close to construction entrances and away from roadways, storm drains, and receiving waters. > Inspect dumpsters and other waste and debris containers regularly for leaks and remove and properly dispose of any hazardous materials and liquid wastes placed in these containers. > Train construction personnel in proper material delivery, handling, storage, cleanup, and disposal procedures. > Implement construction materials management BMPs for: <ul style="list-style-type: none"> > Road paving, surfacing and asphalt removal activities. > Handling and disposal of concrete and cement. ■ BMP Inspection, Maintenance, and Repair: <ul style="list-style-type: none"> > Inspect all BMPs on a regular basis to confirm proper installation and function. Inspect BMPs daily during storms. > Immediately repair or replace BMPs that have failed. Provide sufficient devices and materials (e.g., silt fence, coir rolls, erosion blankets, etc.) throughout project construction to enable immediate corrective action for failed BMPs. ■ Monitoring and Reporting: <ul style="list-style-type: none"> > Provide the required documentation for SWPPP inspections, maintenance, and repair requirements. Personnel that will perform monitoring and inspection activities shall be identified in the SWPPP. > Maintain written records of inspections, spills, BMP-related maintenance activities, corrective actions, and visual observations of off-site discharges of sediment or other pollutants, as required by the SFRWQCB. > Monitor the water quality of discharges from the site to assess the effectiveness of control measures. ■ Implement Shoreline Improvements and work over water BMPs to minimize the potential transport of sediment, debris, and construction materials to the Lower Bay during construction of shoreline 	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>improvements.</p> <ul style="list-style-type: none"> ■ Post-construction BMPs: <ul style="list-style-type: none"> > Re-vegetate all temporarily disturbed areas as required after construction activities are completed. <u>Re-vegetation shall use native, non-invasive species.</u> > Remove any remaining construction debris and trash from the project site and area upon project completion. > Phase the removal of temporary BMPs as necessary to ensure stabilization of the site. > Maintain post-construction site conditions to avoid formation of unintended drainage channels, erosion, or areas of sedimentation. > Correct post-construction site conditions as necessary to comply with the SWPPP and any other pertinent SFRWQCB requirements. ■ Train construction site personnel on components of the SWPPP and BMP implementation. Train personnel that will perform inspection and monitoring activities. <p>MM HY-1a.3 Groundwater Dewatering Plan. Prior to commencement of construction activities and to minimize potential impacts to receiving water quality during the construction period, the Project Applicant shall through the proper implementation of this dewatering plan, show compliance with SFRWQCB/NPDES requirements, whichever are applicable.</p> <p>The Dewatering Plan shall specify how the water would be collected, contained, treated, monitored, and/or discharged to the vicinity drainage system or Lower Bay. Subject to the review and approval of the SFRWQCB, the Dewatering Plan shall include, at a minimum:</p> <ul style="list-style-type: none"> ■ Identification of methods for collecting and handling water on site for treatment prior to discharge, including locations and capacity of settling basins, infiltration basins (where not restricted by site conditions), treatment ponds, and/or holding tanks ■ Identification of methods for treating water on site prior to discharge, such as filtration, coagulation, sedimentation settlement areas, oil skimmers, pH adjustment, and other BMPs ■ Procedures and methods for maintaining and monitoring dewatering operations to ensure that no breach in the process occurs that could result in an exceedance of applicable water quality objectives ■ Identification of discharge locations and inclusion of details on how the discharge would be conducted to minimize erosion and scour ■ Identification of maximum discharge rates to prevent exceedance of storm drain system capacities ■ Additional requirements of the applicable General Permit or NPDES Permit/WDR (including effluent and discharge limitations and reporting and monitoring requirements, as applicable) shall be incorporated into the Dewatering Plan <p>Any exceedance of established narrative or numeric water quality objectives shall be reported to the SFRWQCB</p>	

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		and corrective action taken as required by the SFRWQCB and the Dewatering Plan. Corrective action may include increased residence time in treatment features (e.g., longer holding time in settling basins) and/or incorporation of additional treatment measures (e.g., addition of sand filtration prior to discharge). MM HZ-1a, MM HZ-2a.1, MM HZ-5a, MM HZ-15, MM BI-4a.1, and MM BI-4a.2 would also apply to this impact.	
...			
Impact HY-12a Implementation of the Project at Candlestick Point would not place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	PS	<p>MM HY-12a.1 <i>Finished Grade Elevations Above Base Flood Elevation.</i> The Project site shall be graded such that finished floor elevations are 6-53.5 feet above the Base Flood Elevation (BFE), and streets and pads are 3 feet above BFE to allow for future sea level rise, thereby elevating all housing and structures above the existing and potential future flood hazard area. If the FIRM for San Francisco is not finalized prior to implementation of the Project, the Project Applicant shall work with the City Surveyor to revise the City's Interim Floodplain Map. If the FIRM for San Francisco is finalized prior to implementation of the Project, the Project Applicant shall request that the Office of the City Administrator (Floodplain Manager) request a Letter of Map Revision based on Fill (LOMR-F) from FEMA that places the Project outside SFHA and requires that the FIRM is updated by FEMA to reflect revised regulatory floodplain designations.</p> <p>MM HY-12a.2 <i>Shoreline Improvements for Future Sea-Level Rise.</i> Shoreline and public access improvements shall be designed to allow future increases in elevation <u>along the shoreline edge</u> to keep up with higher sea level rise values, should they occur. Design elements shall include providing adequate setbacks to allow for future elevation increases of at least 3 feet along the shoreline <u>from the existing elevation along the shoreline</u>. <u>Before the first Small Lot Final Map is approved, the Project Applicant must petition the appropriate governing body to form (or annex into if appropriate) and administer a special assessment district or other funding mechanism to finance and construct future improvements necessary to ensure that the shoreline, public facilities, and public access improvements will be protected should sea level rise exceed 16 inches at the perimeter of the Project. Prior to the sale of the first residential unit within the Project, the legislative body shall have acted upon the petition to include the property within the district boundary. The newly formed district shall also administer a Monitoring and Adaptive Management Plan to monitor sea level and implement and maintain the protective improvements.</u></p>	LTS/M
...			
Impact HY-13b Implementation of the Project at HPS Phase II would not place structures within a 100-year flood hazard area or impede or redirect flood flows.	PS	<p>MM HY-12a.2 would also apply to this impact. MM HY-13b <i>Floodplain Development Permit.</i> To reduce the impacts of placing structures in a 100-year flood hazard area that could impede or redirect flows, the Project Applicant shall implement the following measures:</p> <ul style="list-style-type: none"> ■ The Project Applicant shall obtain a Floodplain Development Permit from the Office of the City Administrator in accordance with the City's floodplain management ordinance that includes a hydraulic evaluation to determine whether structures or structural elements would impede or redirect flood flows and mandates minimum design and construction standards. Design and construction methods shall comply with NFIP requirements for placing structures in Zone V. 	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...		<ul style="list-style-type: none"> The Floodplain Development Permit shall include a "V-Zone Certification" in accordance with the NFIP. As part of the certification, a professional engineer or architect shall consider the NFIP "Free of Obstruction" requirement, to ensure that floodwaters or waves would not be deflected into a building or adjacent structure. 	
...			
Impact HY-14 Implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	PS	<p>MM HY-14 <i>Shoreline Improvements to Reduce Flood Risk.</i> To reduce the flood impacts of failure of existing shoreline protection structures, the Project Applicant shall implement shoreline improvements for flood control protection, as identified in the Candlestick Point/Hunters Point Development Project Proposed Shoreline Improvements report. <u>Where feasible, elements of living shorelines shall be incorporated into the shoreline protection improvement measures.</u></p> <p>MM HY-11a.2 would also apply to this impact.</p>	LTS/M
...			

SECTION III.N (BIOLOGICAL RESOURCES)

(Note: As mentioned in the introductory text, Project impacts for Impact BI-3a through Impact BI-21b are provided by Impact BI-22 through Impact BI-26)

...			
Impact BI-4a Construction at Candlestick Point would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the <i>Clean Water Act</i> through direct removal, filling, hydrological interruption, or other means.	PS	<p>MM BI-4a.1 <i>Wetlands and Jurisdictional/Regulated Waters Mitigation for Temporary and/or Permanent Impacts.</i> Wetlands and jurisdictional waters shall be avoided to the maximum extent practicable for all Project components. For example, any measures taken to improve the existing shoreline of Candlestick Point or HPS Phase II for purposes of flood control, erosion control, or repair or stabilization of existing structures shall minimize the amount of fill to be placed in jurisdictional areas.</p> <p>Where avoidance of existing wetlands and drainages is not feasible, and before any construction activities are initiated in jurisdictional areas, the Applicant shall obtain the following permits, as applicable to the activities in question:</p> <ul style="list-style-type: none"> CWA Section 404 permit from the USACE. Section 10 <i>Rivers and Harbors Act</i> Permit from the USACE. CWA Section 401 water quality certification from the RWQCB, and/or Report of Waste Discharge for Waters of the State. CWA Section 402/National Pollution Discharge Elimination System permit from SWRCB [requiring preparation of a Stormwater Pollution Prevention Plan (SWPPP)]. CDFG Section 1602 streambed alteration agreement from CDFG. A permit from the BCDC. Dredging permits from the USACE and BCDC as required, obtained through the Dredged Material 	LTS/M

Table ES-2 Summary of Environmental Effects and Project Requirements/Mitigation Measures [Revised]			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>Management Office (DMMO) process.</p> <p>Copies of these permits shall be provided to the contractor, along with the construction specifications. The Project Applicant shall be responsible for complying with all of the conditions set forth in these permits, including any financial responsibilities.</p> <p>Compensation for impacts to wetlands and jurisdictional waters shall be required to mitigate any permanent impacts to these habitats to less-than significant-levels. Such mitigation shall also be developed (separately from the CEQA process) as a part of the permitting process with the USACE, or for non-USACE-jurisdictional wetlands, during permitting through the SFRWQCB, BCDC, and/or CDFG. The exact mitigation ratio shall be established during the permitting process, and depends on a number of factors, including the type and value of the wetlands permanently affected by the Project; however, mitigation shall be provided at a ratio of no less than 1:1 (at least 1 acre of mitigation for every 1 acre of waters of the US/State permanently filled). Mitigation could be achieved through a combination of on-site restoration or creation of wetlands or aquatic habitats (including removal of on-site fill or structures such as piers, resulting in a gain of wetland or aquatic habitats); off-site restoration/creation; and/or mitigation credits purchased at mitigation banks within the San Francisco Bay Region. However, any mitigation for impacts to jurisdictional waters providing habitat for special-status fish such as the green sturgeon, Central California Coast steelhead, Chinook salmon, and longfin smelt must result in the restoration or creation (at a minimum 1:1 ratio) of suitable habitat for these species, and any mitigation for impacts to jurisdictional wetlands or other waters that are considered EFH by the NMFS must result in the restoration or creation (at a minimum 1:1 ratio) of EFH. Suitably planned mitigation sites may satisfy mitigation requirements for jurisdictional areas, special-status fish, and EFH simultaneously (i.e., in the same mitigation areas) if the mitigation satisfies all these needs.</p> <p>For funding of off-site improvements or purchase of mitigation bank credits, the Project Applicant shall provide written evidence to the City/Agency that either (a) compensation has been established through the purchase of a sufficient number of mitigation credits to satisfy the mitigation acreage requirements of the Project activity, or (b) funds sufficient for the restoration of the mitigation acreage requirements of the Project activity have been paid to the BCDC, CCC, or other entity or agency that offers mitigation credits in the San Francisco Bay Area.</p> <p>For areas to be restored, to mitigate for temporary or permanent impacts, the Project Applicant shall prepare and implement a Wetland and Jurisdictional Waters Mitigation Monitoring Plan (Mitigation Monitoring Plan). The Plan shall be submitted to the regulatory agencies along with permit application materials for approval, along with a copy to the City/Agency.</p> <p>The Project Applicant shall retain a restoration ecologist or wetland biologist to develop the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan, and it shall contain the following components (or as otherwise modified by regulatory agency permitting conditions):</p> <ol style="list-style-type: none"> Summary of habitat impacts and proposed mitigation ratios, along with a description of any other mitigation strategies used to achieve the overall mitigation ratios, such as funding of off-site improvements and/or purchase of mitigation bank credits 	

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ol style="list-style-type: none"> 2. Goal of the restoration to achieve no net loss of habitat functions and values 3. Location of mitigation site(s) and description of existing site conditions 4. Mitigation design: <ul style="list-style-type: none"> ■ Existing and proposed site hydrology ■ Grading plan if appropriate, including bank stabilization or other site stabilization features ■ Soil amendments and other site preparation elements as appropriate ■ Planting plan ■ Irrigation and maintenance plan ■ Remedial measures/adaptive management, etc. 5. Monitoring plan (including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.) 6. Contingency plan for mitigation elements that do not meet performance or final success criteria. <p>Restoration and/or creation of wetlands or aquatic habitats could occur on site or off site and at one or more locations, as approved by the regulatory agencies. Impacts occurring due to activities on Candlestick Point may be mitigated by restoration or creation activities on HPS Phase II and vice versa. For example, loss of open water habitat that might result from construction of shoreline treatments could potentially be mitigated by the removal of fill or structures from aquatic habitat on HPS Phase II.</p> <p>The Project Applicant, or its agent, shall implement the Wetland and Jurisdictional Waters Mitigation Monitoring Plan. At least five years of monitoring (or more if required as a condition of the permits) shall be conducted to document whether the success criteria (that are determined as part of the mitigation plan) are achieved, and to identify any remedial actions that must be taken if the identified success criteria are not met. Annual monitoring reports (described below) shall be submitted to CDFG, the USACE, the BCDL, the City/Agency, and the SFRWQCB. Each report shall summarize data collected during the monitoring period, describe how the habitats are progressing in terms of the success criteria, and discuss any remedial actions performed. Additional reporting requirements imposed by permit conditions shall be incorporated into the Wetland and Jurisdictional Waters Mitigation Monitoring Plan and implemented.</p> <p>Success criteria for specified years of monitoring for vegetated mitigation wetlands are as follows (though these may be subject to change pending development of specific Mitigation and Monitoring Plans and consultation during the permit process):</p> <ul style="list-style-type: none"> ■ Year 1 after restored areas reach elevations suitable for colonization by wetland plants: 10 percent combined area and basal cover (rhizomatous turf) of all vegetation in the preserve wetland; at least two hydrophytic plants co-dominant with whatever other vegetative cover exists. ■ Year 3 after restored areas reach colonization elevation: 50 percent combined area and basal cover (rhizomatous turf) of all vegetation; prevalence of hydrophytic species in terms of both cover and dominant species composition of the vegetation; native vascular species shall comprise 40<u>95</u> percent of the 	

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>vegetation in the preserve wetland.</p> <ul style="list-style-type: none"> Year 5 after restored areas reach colonization elevation: 70 percent combined area and basal cover (rhizomatous turf) of all vegetation; more than 50 percent dominance in terms of both cover and species composition of facultative (FAC), facultative wetland (FACW), and obligate (OBL) species; native vascular species shall comprise <u>65</u>95 percent of the vegetation in the preserve wetlands. <p>Other success criteria shall be developed for open water/mud flat habitats (which would not be expected to support vegetation) or for wetland complexes specifically designed to contain extensive areas of channels, pannes, or flats that would not be vegetated. In addition, the final Project design shall avoid substantial adverse effects to the pre-Project hydrology, water quality, or water quantity in any wetland that is to be retained on site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through an on-site Wetland Protection Plan that shall be prepared by a restoration ecologist or wetland biologist that is retained by the Project Applicant, and submitted to regulatory agencies for approval, along with a copy to the City/Agency. If such indirect effects cannot be avoided, compensatory mitigation shall be provided for the indirectly affected wetlands at a minimum 1:1 ratio, as described above. Mitigation for indirectly impacted wetlands shall be described in the Wetland and Jurisdictional Waters Mitigation and Monitoring Plan.</p> <p>Project features resulting in impacts to open water areas as a result of the marina, bridge, and breakwater construction shall be designed to be the minimum size required to meet their designated need. The opening in the breakwater shall be large enough and positioned such that it would allow for a complete daily exchange of water within the marina that would otherwise result from normal tidal flow, as determined by a coastal engineer and an aquatic biologist. This opening shall be designed to minimize disruption to the local hydrology generated by the breakwater and allow for normal tidal flow to ensure the daily exchange of nutrients.</p> <p>MM BI-4a.2 Wetlands and Jurisdictional/Regulated Waters Impact Minimization for Construction-Related Impacts. The Project Applicant shall ensure that the contractor minimizes indirect construction-related impacts on wetlands and jurisdictional/regulated waters throughout the Study Area by implementing the following Best Management Practices (BMPs):</p> <ul style="list-style-type: none"> Prior to any construction activities on the site, a protective fence shall be installed a minimum of one foot (or greater, if feasible) from the edge of all wetland habitat to be avoided in the immediate vicinity of the proposed construction areas. Prior to initiation of construction activities, a qualified biologist shall inspect the protective fencing to ensure that all wetland features have been appropriately protected. No encroachment into fenced areas shall be permitted during construction and the fence shall remain in place until all construction activities within 50 feet of the protected feature have been completed. Construction inspectors shall routinely inspect protected areas to ensure that protective measures remain in place and effective until all construction activities near the protected resource have been completed. The fencing shall be removed immediately following construction activities. To maintain hydrologic connections, the Project design shall include culverts for all seasonal and perennial 	

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		<p>drainages that are waters of the United States and/or Waters of the State.</p> <ul style="list-style-type: none"> ■ Sediment mitigation measures shall be in place prior to the onset of Project construction and shall be monitored and maintained until construction activities have been completed. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Excess excavated soil shall be disposed of at a regional landfill or at another approved and/or properly permitted location. Stockpiles that are to remain on the site throughout the wet season shall be protected to prevent erosion. ■ Where determined necessary by regulatory agencies, geotextile cushions and other appropriate materials (i.e., timber pads, prefabricated equipment pads, geotextile fabric) shall be used in saturated conditions to minimize damage to the substrate and vegetation. ■ Exposed slopes and banks shall be stabilized immediately following completion of construction activities to reduce the effects of erosion on the drainage system. ■ In highly erodible areas, such as Yosemite Slough, banks shall be stabilized using a non-vegetative material that shall bind the soil initially and break down within a few years. If, during review of the grading permit for this area, the City/Agency determines that more aggressive erosion control treatments are needed, the contractor shall be directed to use geotextile mats, excelsior blankets, or other soil stabilization products. ■ The contractors shall develop a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. As discussed in the Regulatory Framework of the Hydrology and Water Quality section of this EIR, the SWPPP will comply with applicable local, state, and federal requirements. Erosion control BMPs may include, but are not limited to, the application of straw mulch; seeding with fast growing grasses; construction of berms, silt fences, hay bale dikes, stormwater detention basins, and other energy dissipaters. BMPs shall be selected and implemented to ensure that contaminants are prevented from entering the San Francisco Bay during construction and operation of the facilities shall protect water quality and the marine species in accordance with all regulatory standards and requirements. ■ Testing and disposal of any dredged sediment shall be conducted as required by the USACE and the Long-Term Management Strategy (LTMS)² ■ <u>All temporarily impacted wetlands and other jurisdictional waters, whether in tidal or non-tidal areas, shall be restored to pre-construction contours following construction. Such impact areas include areas that are dewatered (e.g., using coffer dams) and/or used for construction access. Temporarily impacted wetlands that were vegetated prior to construction shall be revegetated in accordance with a Wetlands and Jurisdictional Water Mitigation and Monitoring Plan as described above.</u> ■ For impacts to tidal habitats: <ul style="list-style-type: none"> > Conduct all work in dewatered work areas > Install sediment curtains around the worksite to minimize sediment transport > Work only during periods of slack, tide (minimal current) and low wind to minimize transport of sediment 	

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
laden water			
...			
<p>Impact BI-5b Construction at HPS Phase II and <u>construction of the Yosemite Slough bridge</u> would not have a substantial adverse effect on eelgrass beds, a sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.</p>	PS	<p>MM BI-5b.1 <i>Avoidance of Impacts to Eelgrass.</i> As the design of shoreline treatments progresses, and a specific Shoreline Treatment Plan is determined, the Plan shall minimize any in-water construction required for installation of any treatment measures near either of the two eelgrass locations noted above. If in-water work is completely avoided within 750 feet of these areas, there would be no impact and no further mitigation would be required. If complete avoidance of work within 750 feet of these areas is not feasible, measure MM BI-5b.2 shall be implemented.</p> <p>MM BI-5b.2 <i>Eelgrass Survey.</i> If avoidance of work within 750 feet of two known eelgrass locations is not feasible Prior to the initiation of construction of the Yosemite Slough bridge or construction of shoreline treatments, an update to the existing eelgrass mapping shall be conducted to determine the precise locations of the eelgrass beds. For the shoreline treatments, This survey shall occur when a final Shoreline Treatment Plan has been prepared. The survey shall be conducted by a biologist(s) familiar with eelgrass identification and ecology and approved by NMFS to conduct such a survey. The area to be surveyed shall encompass the mapped eelgrass beds, plus a buffer of 750 feet around any in-water construction areas on Hunters Point or associated with the Yosemite Slough bridge. Survey methods shall employ either SCUBA or sufficient grab samples to ensure that the bottom was adequately inventoried. The survey shall occur between August and October and collect data on eelgrass distribution, density, and depth of occurrence for the survey areas. The edges of the eelgrass beds shall be mapped. At the conclusion of the survey a report shall be prepared documenting the survey methods, results, and eelgrass distribution within the survey area. This report shall be submitted to NMFS for approval. The survey data shall feed back into the shoreline treatment design process so that Project engineers can redesign the treatments to avoid or minimize any direct impacts to eelgrass beds.</p> <p>If the shoreline treatments can be adjusted so that no direct impacts to eelgrass beds would occur, no further mitigation under this measure would be required <u>for shoreline treatment construction</u>. Management of water quality concerns is addressed through mitigation measure MM BI-5b.4 and shall be required to minimize sediment accumulation on the eelgrass. If direct impacts to eelgrass beds cannot be avoided, <u>either by Hunters Point shoreline treatments or Yosemite Slough bridge construction</u>, mitigation measure MM BI-5b.3 shall be implemented.</p> <p>MM BI-5b.3 <i>Compensatory Eelgrass Mitigation.</i> If direct impacts to eelgrass beds cannot be avoided, compensatory mitigation shall be provided in conformance with the Southern California Eelgrass Mitigation Policy. Mitigation shall entail the replacement of impacted eelgrass at a 3:1 (mitigation:impact) ratio on an acreage basis, based on the eelgrass mapping described in mitigation measure MM BI-5b.2 and detailed designs of the feature(s) that would impact eelgrass beds. Such mitigation could occur either off site or on site. Off-site mitigation could be achieved through distribution of a sufficient amount of funding to allow restoration or enhancement of eelgrass beds at another location in the Bay. If this option is selected, all funds shall be distributed to the appropriate state or federal agency or restoration-focused non-governmental agency (i.e.,</p>	LTS/M

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...		<p>CDFG restoration fund, California Coastal Conservancy, Save the Bay, etc). The Project Applicant shall provide written evidence to the City/Agency that either a) compensation has been established through the purchase of a sufficient number of mitigation credits to satisfy the mitigation acreage requirements of the Project activity, or b) funds sufficient for the restoration of the mitigation acreage requirements of the Project activity have been paid. These funds shall be applied only to eelgrass restoration within the Bay.</p> <p>If on-site mitigation is selected as the appropriate option, the Project Applicant shall retain a qualified biologist familiar with eelgrass ecology (as approved by the City/Agency) to prepare and implement a detailed Eelgrass Mitigation Plan. Unless otherwise directed by NMFS, the Eelgrass Mitigation Plan shall follow the basic outline and contain all the components required of the Southern California Eelgrass Mitigation Policy (as revised in 2005), including: identification of the mitigation need, site, transplant methodology, mitigation extent (typically 3:1 on an acreage basis), monitoring protocols (including frequency, staffing, reviewing agencies, duration, etc), and success criteria. A draft Eelgrass Mitigation Plan shall be submitted to NMFS, for its review and approval prior to implementation, with a copy to the City/Agency. Once the plan has been approved, it shall be implemented in the following appropriate season for transplantation. Restored eelgrass beds shall be monitored for success over a 5-year period.</p> <p>MM BI-5b.4 Eelgrass Water Quality BMPs. To prevent sediment that could be suspended during construction from settling out onto eelgrass, for any shoreline treatments within 750 feet of identified eelgrass beds, the Project Applicant shall require the selected contractor to implement appropriate BMPs that could include any or all of the following options, or others deemed appropriate by NMFS:</p> <ol style="list-style-type: none"> 1. Conduct all work in dewatered work areas 2. Conduct all in-water work during periods of eelgrass dormancy (November 1-March 31) 3. Install sediment curtains around the worksite to minimize sediment transport 4. Work only during periods of slack tide (minimal current) and low wind to minimize transport of sediment laden water 	
Impact BI-9b Pile driving associated with construction of the marina and the Yosemite Slough bridge would not have a substantial adverse effect at HPS Phase II, either directly or through habitat modifications, on marine mammals or fish identified as a candidate, sensitive, or special-status	PS	<p>MM BI-9b Pile Driving Design and Minimization Measures. To minimize impacts on fish and marine mammals, the Project Applicant shall be implemented the following measure to reduce the amount of pressure waves generated by pile driving. The first set of measures shall be implemented during Project design. The second set of measures shall be implemented during construction.</p> <p>Design Measures:</p> <ol style="list-style-type: none"> 1. Engineer structures to use fewer or smaller piles, where feasible, and preferably, solid piles. 2. Design structures that can be installed in a short period of time (i.e., during periods of slack tide when fish movements are lower). 3. <u>Do not use unsheathed creosote-soaked wood pilings.</u> 	LTS/M

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species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.		<p>The City/Agency, with consultation from a qualified biologist who is familiar with marine biology, as approved by the City/Agency, shall review the final Project design to ensure that these design requirements have been incorporated into the Project.</p> <p>Construction Measures:</p> <ol style="list-style-type: none"> 1. Drive piles with a vibratory device instead of an impact hammer if feasible. 2. Restrict pile driving of steel piles to the June 1 to November 30 work window, or as otherwise recommended by NMFS (driving of concrete piles would not be subject to this condition). 3. <u>Avoid installation of any piles during the Pacific herring spawning season of December through February. Consult with the CDFG regarding actual spawning times if pile installation occurs between October and April.</u> 34. If steel piles must be driven with an impact hammer, an air curtain shall be installed to disrupt sound wave propagation, or the area around the piles being driven shall be dewatered using a cofferdam. The goal of either measure is to disrupt the sound wave as it moves from water into air. 45. If an air curtain is used, a qualified biologist shall monitor pile driving to ensure that the air curtain is functioning properly and Project-generated sound waves do not exceed the threshold of 180-decibels generating 1 micropascal (as established by NMFS guidelines). This shall require monitoring of in-water sound waves during pile driving. 56. Unless the area around the piles is dewatered during pile driving, a qualified biologist shall be present during pile driving of steel piles to monitor the work area for marine mammals. Driving of steel piles shall cease if a marine mammal approaches within 250 feet of the work area or until the animal leaves the work area of its own accord. 	
...			
<p>Impact BI-11c Construction of the Yosemite Slough bridge would not have a substantial adverse effect on designated critical habitat for green sturgeon and Central California Coast steelhead <u>through permanent and temporary impacts to aquatic and mudflat foraging habitat and would not result in impacts to individuals of these species, Chinook salmon, or longfin smelt through disturbance or loss of</u></p>	PS	MM BI 4a.1 and MM BI 4a.2 would apply to this impact.	LTS/M

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aquatic and mudflat habitat as a result of construction of shoreline revetments.			
...			
SECTION III.O (PUBLIC SERVICES)			
...			
Impact PS-2 Implementation of the Project would not result in a need for new or physically altered facilities beyond those included as part of this Project in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.	Varies	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies
...			
Impact PS-4 Implementation of the Project would not result in a need for new or physically altered facilities beyond those included as part of this Project in order to maintain acceptable response times for fire protection and emergency medical services.	Varies	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies
...			
SECTION III.P (RECREATION)			
Impact RE-1 Construction of the parks, recreational uses, and open space proposed by the Project would not result in substantial adverse physical environmental impacts beyond those analyzed and disclosed in this EIR.	Varies	Refer to Section III.D (Transportation and Circulation), Section III.H (Air Quality), Section III.I (Noise), Section III.J (Cultural Resources and Paleontological Resources) Section III.K (Hazards and Hazardous Materials), and Section III.M (Hydrology and Water Quality) for the specific significance conclusions and mitigation measures for construction-related effects.	Varies

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
...			
Impact RE-3 Implementation of the Project would decrease the size of CPSRA but would not, overall, <u>have an adversely effect</u> on the recreational opportunities offered by that park, nor would it substantially adversely affect windsurfing opportunities at the Project site.	LTS	No mitigation is required.	LTS
...			
SECTION III.Q (UTILITIES)			
...			
Impact UT-2 Implementation of the Project would not require or result in the construction of new or expanded water treatment facilities. The Project would require the expansion of an auxiliary water conveyance system to provide adequate water supply for firefighting to the Project site.	PS	MM UT-2 Auxiliary Water Supply System. Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) loop within Candlestick Point to connect to the <u>City's</u> planned extension of the off-site system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS loop on HPS Phase II to connect to the existing system at Earl Street and Innes Avenue and at Palou and Griffith Avenues, with looped service along Spear Avenue/Crisp Road.	LTS/M
...			
NI = No Impact LTS = Less than Significant LTS/M = Less than Significant with Mitigation PS = Potentially Significant S = Significant SU = Significant and Unavoidable SU/M = Significant and Unavoidable with Mitigation			

Following page ES-125, new Table ES-2a (Mitigation Measure Applicability Matrix) is inserted. For readability, the entries are not underlined.

[NOTE: This table is inserted to provide additional information as to the applicability of all mitigation measures identified for the Project, Variants, and Alternatives.]

Table ES-2a Mitigation Measure Applicability Matrix [New]												
Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM TR-1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-4	•	•	•	•	•	•	•	•	n/a	•	•	•
MM TR-6	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-7	•	•	•	•	•	•	•	•	•	n/a	n/a	•
MM TR-8	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-16	•	•	•	•	•	•	•	•	n/a	•	•	•
MM TR-17	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-21.1	•	•	•	•	•	•	•	•	n/a	•	•	•
MM TR-21.2	•	•	•	•	•	•	•	•	n/a	•	•	•
MM TR-22.1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-22.2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-23.1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-23.2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-24.1	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-24.2	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-25	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-26.1	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-26.2	•	•	•	•	•	•	•	•	•	•	•	•
MM TR-27.1	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-27.2	•	•	•	•	•	•	•	•	n/a	n/a	n/a	•
MM TR-32	•	•	•	•	•	•	•	•	•	•	•	•

Table ES-2a Mitigation Measure Applicability Matrix [New]												
Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM TR-38	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-39	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-46	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-47	n/a	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM TR-51	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-2	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.3	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7a.4	•	•	•	•	•	•	•	•	•	•	•	•
MM AE-7b.1	•	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM AE-7b.2	•	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM W-1a	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-2.1	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-2.2	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-6.1	•	•	•	•	•	•	•	•	•	•	•	•
MM AQ-6.2	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-1a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-1a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-2a	•	•	•	•	•	•	•	•	•	•	•	•
MM NO-7.1	•	n/a	n/a	n/a	•	•	•	•	n/a	n/a	•	n/a
MM CP-1b.1	•	•	•	•	•	•	•	•	•	n/a	n/a	•
MM CP-1b.2	•	•	•	•	•	•	•	•	•	n/a	n/a	•
MM CP-2a	•	•	•	•	•	•	•	•	•	•	•	•
MM CP-3a	•	•	•	•	•	•	•	•	•	•	•	•

Table ES-2a Mitigation Measure Applicability Matrix [New]												
Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM HZ-1a	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-1b	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-2a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-2a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-5a	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-9	•	•	•	•	•	•	•	n/a	•	n/a	•	n/a
MM HZ-10b	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-12	•	•	•	•	•	•	•	•	•	•	•	•
MM HZ-15	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-2a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-3	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-4a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-4a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-4a.3	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-5a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-6a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-10a	•	•	•	•	•	•	•	•	•	•	•	•
MM GE-11a	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-1a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-1a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6b.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6b.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-6b.3	•	•	•	•	•	•	•	•	•	n/a	•	•

Table ES-2a Mitigation Measure Applicability Matrix [New]												
Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM HY-12a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-12a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM HY-14	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-4a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-4a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-4c	•	•	•	•	•	•	•	n/a	•	n/a	•	n/a
MM BI-5b.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-5b.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-5b.3	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-5b.4	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-6a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-6a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-6b	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-7b	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-9b	•	•	•	•	•	•	•	•	•	n/a	•	•
MM BI-12a.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-12a.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-12b.1	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-12b.2	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-14a	•	•	•	•	•	•	•	•	•	•	•	•
MM BI-18b.1	•	•	•	•	•	•	•	•	•	n/a	•	•
MM BI-18b.2	•	•	•	•	•	•	•	•	•	n/a	•	•
MM BI-19b.1	•	•	•	•	•	•	•	•	•	n/a	•	•
MM BI-19b.2	•	•	•	•	•	•	•	•	•	n/a	•	•
MM BI-20a.1	•	•	•	•	•	•	•	•	•	•	•	•

Table ES-2a Mitigation Measure Applicability Matrix [New]												
Mitigation Measure	Project	Variant 1	Variant 2	Variant 2A	Variant 3	Variant 4	Variant 5	Alternative 2	Alternative 3	Alternative 4	Subalternative 4A	Alternative 5
MM PS-1	•	•	•	•	•	•	•	•	•	•	•	•
MM RE-2	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-2	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-3a	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-5a	•	•	•	•	•	•	•	•	•	•	•	•
MM UT-7a	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-1	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-2	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-3	•	•	•	•	•	•	•	•	•	•	•	•
MM GC-4	•	•	•	•	•	•	•	•	•	•	•	•

SOURCE: PBS&J, 2010.

“•” indicates that the mitigation measure is applicable; “n/a” indicates that the mitigation measure is not applicable.

F.2 Changes to Chapter I (Introduction)

Page I-5, before "Proposition G"

Proposition P (approved by the voters of San Francisco on November 7, 2000) called upon the Navy to remediate HPS to the highest levels practical to ensure flexible reuse of the property. The Board of Supervisors subsequently passed Resolution 634-01, adopting Proposition P as official City policy and urging the Navy and US EPA to take actions to implement Proposition P. The Resolution (1) recognizes that the unrestricted cleanup standard called for in Proposition P identifies a cleanup level acceptable to the community; (2) urges the Navy and FFA regulatory agencies not to rely on barriers to protect future occupants and the public from exposure to pollution, unless other remedies are technically infeasible, and (3) urges the Navy to clean up the Shipyard in a manner fully consistent with the Reuse Plan and with remedies that do not make implementation of the Reuse Plan economically infeasible.

Proposition P states a desired result that the Navy and regulators achieve in carrying out the cleanup of the Shipyard. Proposition P and the subsequent Board resolution are not directly applicable to the Project because the Navy cleanup, and decisions made by the regulators about the cleanup, is not part of the Project. Adoption and implementation of the Project would not be inconsistent with, and would not change, the City's stated desire that the Navy clean up HPS in a manner that allows flexible reuse, does not rely on barriers to protect the public from exposure unless other remedies are technically infeasible, is consistent with the Reuse Plan and does not render the Reuse Plan economically infeasible to implement. Proposition P is a general statement of policy and addresses the type of clean-up remedy that the Navy should select and the regulators should approve for HPS. The ROD for a parcel sets forth the selected remedy. Under the early transfers envisioned at the Shipyard, all radiological cleanup will be completed and RODs issued. The Navy already has issued RODs for Parcels B, D-1, UC-1, UC-2, and G. Further, the Navy already has conducted substantial remediation. Thus, by the time the Navy offers parcels being considered for early transfer to the Agency (with concurrence of US EPA and the Governor of California) the remedy already will have been selected and significant remediation completed. In the case of the first early transfer being considered—for Parcels B and G, the Navy also will have prepared (and the regulators will have approved) the remedial design documents.

Page I-9, first full paragraph

The Agency and the City held two public scoping meetings for the EIR, on September 17, 2007, and September 25, 2007. The scoping meetings provided the public and affected governmental agencies with an opportunity to present environmental concerns regarding the Project. Agencies or interested persons that did not respond during the NOP public review period or the Scoping Meetings will have an opportunity to comment during the public review period for the EIR, as well as at scheduled hearings on the Project. The NOP; and the NOP comment letters; ~~and scoping meeting minutes~~ are included in Appendix A4.

Page I-10, second paragraph

Following publication of the Draft EIR, there ~~will be~~ was a public review and comment period to solicit public comment on the information presented in the Draft EIR. The public review period ~~is~~ was