

**Bayview Hunters Point/
Southeast San Francisco
Community Emission Reduction Plan (CERP)
Community Steering Committee #9**

**September 17, 2024
Southeast Community Center
1500 Evans, San Francisco, CA 94124**



Welcome and Introductions

Agenda

- Welcome and Introductions
- Land Use Presentation Continued
- Subcommittee Report Back
- Roadmap Discussion
- Q&A Feedback Activity
- Wrap up and Action Steps

Land Use Presentation Continued



San Francisco
Planning

LAND USE & AIR QUALITY IN

BAYVIEW HUNTERS POINT

BAYVIEW HUNTERS POINT AB617 COMMUNITY STEERING COMMITTEE

MEETING

SEPTEMBER 2024

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An aerial photograph showing an industrial area with various buildings, parking lots, and a large, dark pond. A green field is visible in the foreground, and a road runs along the right side of the image. The scene is captured from a high angle, providing a clear view of the layout and surrounding infrastructure.

1

CONTINUATION FROM AUGUST 2024: LAND USE & REGULATION

Major Land Uses

Residential

Example: Excelsior



Commercial

Example: Downtown, Market Street



Neighborhood Commercial

Example: Richmond, Clement Street



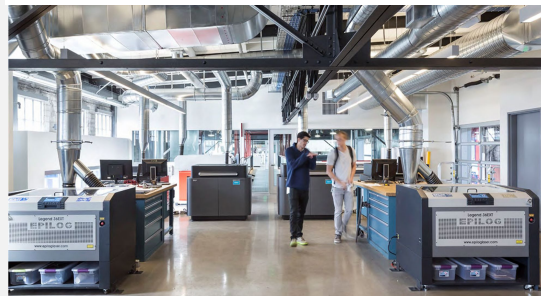
Industrial

Example: Ferry Building & Piers



Production, Distribution, & Repair

Example: Mission Bay & Bayview



Agriculture

does not exist in San Francisco



Brief History of Bayview Hunters Point (BVHP)

Pre-Colonization

The shores near present-day India Basin & Candlestick Point were **first settled thousands of years ago by the Ohlone**; this area remained their home until Spanish colonization.

1860-1910

BVHP was one of the City's most **ethnically varied neighborhoods**: British merchants, German boat builders, Italian ranchers, Chinese fishermen, Portuguese truck farmers, and Mexican vaqueros, to name a few.

1940-1970

The **San Francisco Dry Dock** (1866) initiated the industrial roots of BVHP and was eventually purchased by the U.S. Navy (1940). This period saw the **population boom** into a solid, growing middle-class community.

WWII +

Thousands of Black workers came to work at the **Hunters Point Naval Shipyard**. Post-WWII, white families began to leave BVHP while the Black population continued to grow, spurred by actions such as **redlining**.

1950s

In SF, **redevelopment** was specifically directed at traditionally Black neighborhoods to "remove blight," and displaced families migrated to BVHP. During this time, the shipyard became the only U.S. laboratory working on **atomic defense**.

1974-1994

The **shipyard closure** resulted in significant job loss and impacts to commercial and retail opportunities. It also left behind numerous health and environmental hazards associated with its previous industrial and research activities.

1995

The Planning Department adopted the **BVHP Area Plan**. BVHP's history of development occurred prior to environmental regulations and modern land use controls, leading to many **health and land use conflicts**.

Present

BVHP is more demographically diverse and has a higher rate of homeownership than the rest of the City. It also has a lower median income and higher rate of linguistic isolation.

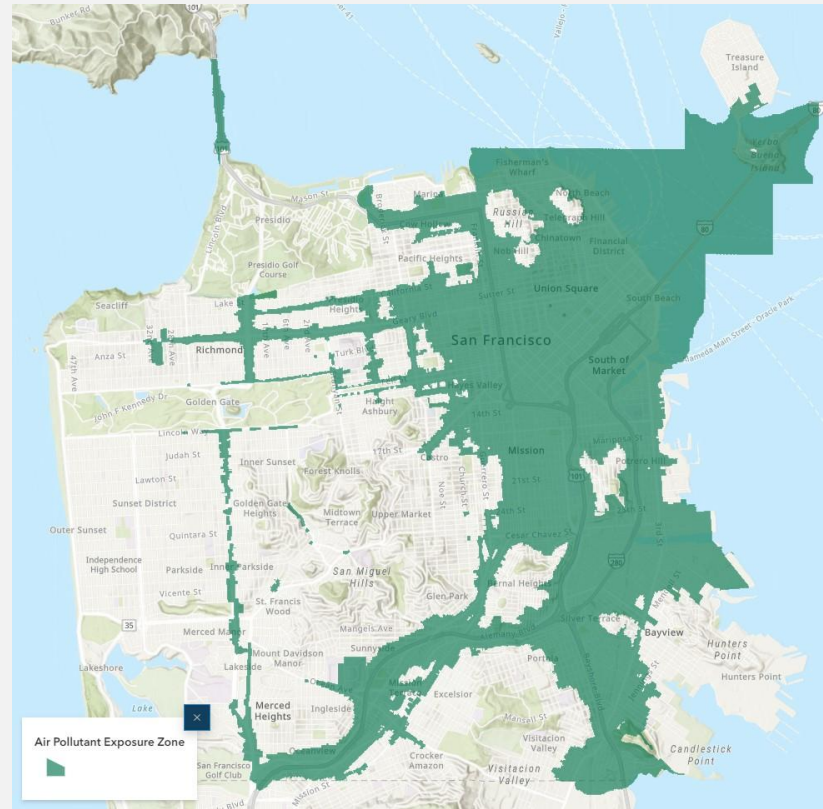
An aerial photograph showing a large body of water in the center, surrounded by industrial buildings and a construction site. The water is dark blue, and the surrounding area is filled with various structures, including warehouses and smaller buildings. A large number '2' is overlaid on the left side of the image.

2

URBAN PLANNING & AIR QUALITY

Air Pollutant Exposure Zone (APEZ, 2020)

- The 2020 APEZ incorporates several key updates:
 - a new vehicle activity model; suspended road dust in vehicle emissions estimates; ferry emissions added as a maritime source; electrification modeled in Caltrain emissions; and stationary source emissions permitted by the Air District.
- SF Planning and SF Department of Public Health, along with the Air District, prepared a Citywide Air Quality Health Risk Assessment (2020). The Assessment was used to create the APEZ, where air modeling indicates higher levels of air pollution.
- Most of the air pollution in the City comes from cars and trucks on city roads and highways.



Ongoing Activities to Reduce Air Pollution

The City has undertaken ongoing activities to reduce air pollution emissions and lessen air pollution exposure. Some of these activities include:

Clean Construction Ordinance

The City requires public projects to reduce emissions at construction sites, with extra reductions in areas with high levels of air pollutants.

April 2007

Construction Dust Control Ordinance

The City reduces the quantity of dust generated during site preparation, demolition, and construction.

July 2008

Transportation Demand Management Program

The City requires development projects to provide on-site amenities to reduce single-occupancy driving trips.

February 2017

Greenhouse Gas Reduction Strategies

The City's 0-80-100-Roots framework defines goals for zero waste, 80% low-carbon trips, 100% renewable energy, and carbon sequestration.

July 2021

All-Electric Ordinance

The City prohibits the installation of new gas piping systems in new construction, instead, requiring all-electric space-conditioning, water heating, cooking, and clothes drying systems.

November 2020

Sub-Committee Report Back



SEDGSC FINDINGS

Presentation to CSC Members & Public

September Report (09/17/2024)

Emissions Inventory

PM2.5 by Source Sector		What are key sources of PM2.5 across the different sectors?		
Sector	PM2.5 (tons)	Source Sector	Source Name	PM2.5 (tpy)
Stationary	19.0	Stationary	CEMEX Construction Materials P	2.9
Areawide	86.2		Recology San Francisco	2.8
On-road	32.7		Darling Ingredients Inc	1.3
Off-road	28.1		Recycle Central at Pier 96	0.9
			San Francisco South East Treatm	0.6
			Other	10.4
		Areawide	Construction/Demolition Dust	33.9
			Commercial Cooking	20.1
			Residential Fuel Combustion	19.9
			Fires/Burning	4.4
			Other	7.9
		On-road Mobile Sources	Road Dust	18.3
			Passenger Vehicles	10.4
			Trucks	3.1
			Buses	1.0
		Off-road Mobile Sources	Construction Equipment	8.1
			Ocean-going Vessels	7.1
			Commercial Harbor Craft	4.1
			Commercial & Industrial	2.8
			Other	6.0
				166.0

- Sources of most concern: PM2.5 and DPM (Diesel Particulate Matter)
- We've requested additional mapping and modeling from Air District for these two sources
 - i.e. PM2.5 depends on how it's released (roadway disperses quickly), strength of the emissions, what the prevailing wind speeds are

Emissions Inventory

- Emissions Inventory does not capture the full picture
 - **Fugitive Dust:** a type of air pollution that refers to fine particles that become airborne from activities such as construction, demolition, and soil erosion. This is not well captured by emissions data, can be created by business that are too small to require Air District enforcement
- Off-Road Mobile Sources (esp Ocean Going Vessels) are a significant source of diesel particulate matter in

BVHP

OTHER MOBILE SOURCES (OFF-ROAD)								
810	AIRCRAFT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	TRAINS	75.77	0.03	0.02	0.07	1.63	1.53	1.63
833	OCEAN GOING VESSELS	436.24	25.85	22.75	18.00	7.71	7.10	6.69
835	COMMERCIAL HARBOR CRAFT	142.95	11.44	10.05	0.00	4.28	4.09	4.31
840	RECREATIONAL BOATS	14.24	104.21	95.76	0.02	3.60	2.72	0.07
850	OFF-ROAD RECREATIONAL VEHICLES	0.00	1.02	1.02	0.00	0.00	0.00	0.00
860	OFF-ROAD EQUIPMENT	178.21	437.47	391.86	0.43	16.93	12.55	2.26
861	OFF-ROAD EQUIPMENT (PERP)	2.80	0.33	0.29	0.01	0.10	0.09	0.00
870	FARM EQUIPMENT	0.00	0.01	0.01	0.00	0.00	0.00	0.00
890	FUEL STORAGE AND HANDLING	0.00	29.92	29.92	0.00	0.00	0.00	0.00
	Total Other Mobile Sources (tons per year)	850.2	610.3	551.7	18.5	33.3	28.1	15.0
Total Community Emissions (tons per year)		1,460.4	6,043.7	2,738.2	45.6	673.1	166.0	17.1

Key Takeaway

BHVP is distinct due to the diversity and density of emissions. We do not have a central/single source causing harm but rather must address the cumulative impact of many different sources. This likely will require a number of different strategies for reducing harm within the community.

Next Steps

- Continue mapping work for all of BVHP (especially Oakdale/Palou corridor + Amador/Islais Creek)
 - **Goal 1:** identify additional unknown sources of emissions and ensure they are included in the inventory data
 - **Goal 2:** quantify density of “small” business that in concentration are significant sources of concern
- Review emissions inventory to better understand significant sources of PM2.5 and DPM. Cross reference locations of these “top contributors” with our mapping of vulnerable populations and other sources of concern
- Start to categorize types of emissions and identify similarities between source types that can help us think broadly about what action can be taken



Questions?

Roadmap Discussion

YOU ARE HERE! CERP Timeline Overview

Initialization Phase
 “Scope and Organize”
 (Jan-Mar 2024)

Plan Preparation Phase
 “Assess”

Planning Phase
 “Plan”
 (2025)

Plan Finalization
 “Adopt and Implement”
 (2025-2026)



Theme:
PARTNER WITH COMMUNITY

Key Goals:

- Set-up CSC Structure
- Establish Co-Leadership Team
- Review/Define Plan Boundaries
- Review and Build Community Profile

Key Deliverables:

CSC Charter (**Approved!**)
 CSC Boundaries (**In Progress**)
 Community Profile (**In Progress**)

Theme:
UNDERSTAND THE CHALLENGES

Key Goals:

- Review AQ Technical & Enforcement Data
- Develop Initial Visions & Principles
- Define Key Issues and Problems and Plan-Level Goals

Key Deliverables:

- ___ Data Mapping (**In Progress**)
- __x_ Emissions Inventory
- __x_ Initial Vision development

Theme:
DEFINE THE SOLUTIONS

Key Goals:

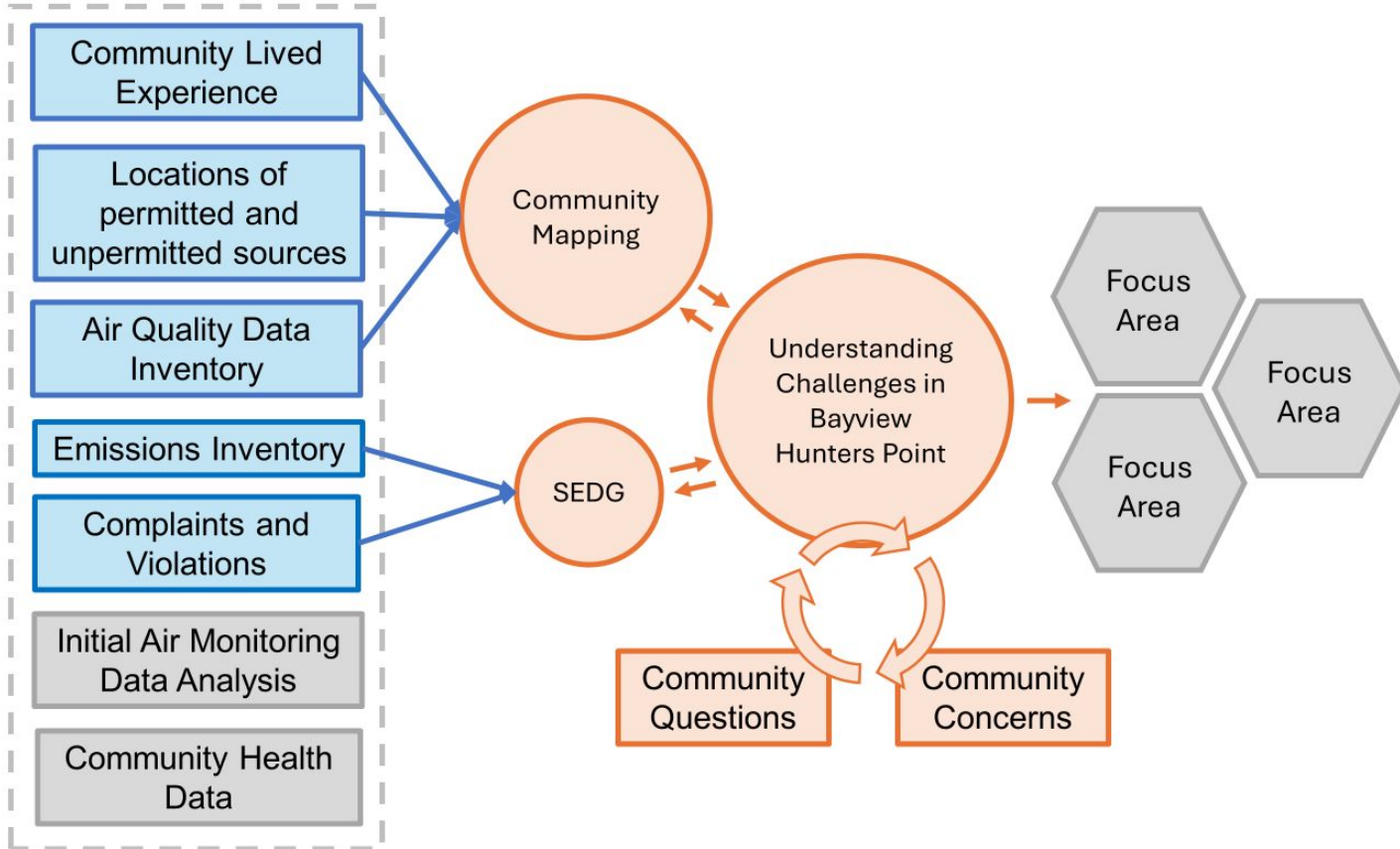
- Research Successful Approaches
- Gain consensus on plan outline
- Develop specific objectives, goals, and action strategies

Theme:
COMMIT TO ACTION & MUTUAL ACCOUNTABILITY

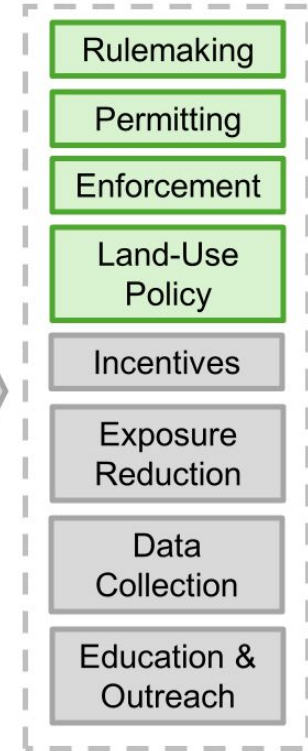
Key Goals

- Develop Draft Plan for Review
- Seek Plan Adoption
 - CSC
 - BAAQMD
 - CARB
- Prepare Implementation Plan
- Annual Progress Reports

Understanding Sources of Concern & Vulnerable Populations



Types of Strategies/Actions



Q&A Document Feedback Activity

Q&A Document Feedback Activity

Goal:

Have a Q&A that is useful for CERP planning

What works well?

What should be changed?

How should we use the Q&A at meetings?

bit.ly/CERP-QA



How to Q&A - A Primer

September 17, 2024 BVHP/ SE SF AB 617 CSC Meeting

Category↓ : Sub-category →	Knowledge Questions	Problem Questions
Air Pollution basics	3 - answered	0
Air Monitoring	3 - answered	6 total - 4 unanswered - 2 answered but have follow ups
Air Pollution Sources- includes Emissions, Enforcement & Permitting (maybe need separate categories)	6 - answered	7 total - 3 unanswered - 4 answered but have follow ups
CERP	6 - answered	0
CERP Strategy development	1 - answered	2 - unanswered
MISC	Unrelated to AQ - 1 (+ 6 more unrelated in “Air Pollution Sources” category) Related to AQ - 3 (need to be categorized)	

Wrap up, Action Steps, & Announcements

Feedback on Meeting & Next Steps for the CSC

Please fill out the post-meeting survey form.

Next Meeting will be **October 15, 2024**

It is important that you register for each meeting so that we can make any required accommodations.

Thank You!
See You on October 15!!

