



SAN FRANCISCO PLANNING DEPARTMENT

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

Community Plan Exemption Checklist

Case No.: 2015-001314ENV
Project Address: **Crane Cove Park – East of Illinois between 19th and Mariposa Streets at Pier 70**
Zoning: P (Public) and M-2 (Heavy Industrial) Use Districts
40-X and 65-X Height and Bulk District
Block/Lot: 4046/001, 002, 9900/068, 3941/001
Lot Size: Approximately 11 acres
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: David Beaupre, Port of San Francisco, (415) 274-0539,
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PROJECT DESCRIPTION

Project Site

The project site (Crane Cove) is an approximately 11-acre area located at Pier 70 in San Francisco's Potrero Hill neighborhood and within the Central Waterfront area of the Eastern Neighborhoods Area Plans. The general boundaries of the project site are Illinois Street to the west, San Francisco Bay (Bay) to the east, Mariposa Street to the north, and 19th Street to the south. (See Figure 1: Project Location) To the east of the project site is a ship repair facility (BAE Shipyard) operating under a lease with the Port of San Francisco (Port) by BAE Systems. To the north of the site are commercial uses, including the Kneass building and Ramp Restaurant, and recreational boating uses. To the east is a mixture of residential, commercial and educational uses. The area to the south is the 20th Street Historic Core of Pier 70 (aka Orton), which is currently being redeveloped with office, commercial and light industrial uses. Further south is the Pier 70 Mixed-Use District project site, where new residential, commercial-office and retail-light industrial-arts uses are being proposed.

The project site includes six buildings (Buildings 49, 30, 50, 110, 248, 249) and a portion of Building 109 (Building 109 West), Slipways 1 through 4, and Cranes 30 and 14. The majority of the project site (south and east of Building 49) is located within the boundaries of the Union Iron Works National Register Historic District. (See Figure 2: Project Site)

Project Summary

The proposed project would involve 1) the construction of a new, approximately 9.8-acre shoreline park (Crane Cove Park), 2) an extension of 19th Street for park access and circulation, 3) creation of Georgia Street which would connect 20th Street to the 19th Street extension, 4) the relocation of the BAE Shipyard entrance from 20th Street to the terminus of the 19th Street extension and rerouting BAE Shipyard truck traffic from 20th Street to the 19th Street extension, and 5) street improvements along the eastern side of Illinois Street.

Figure 1: Project Location

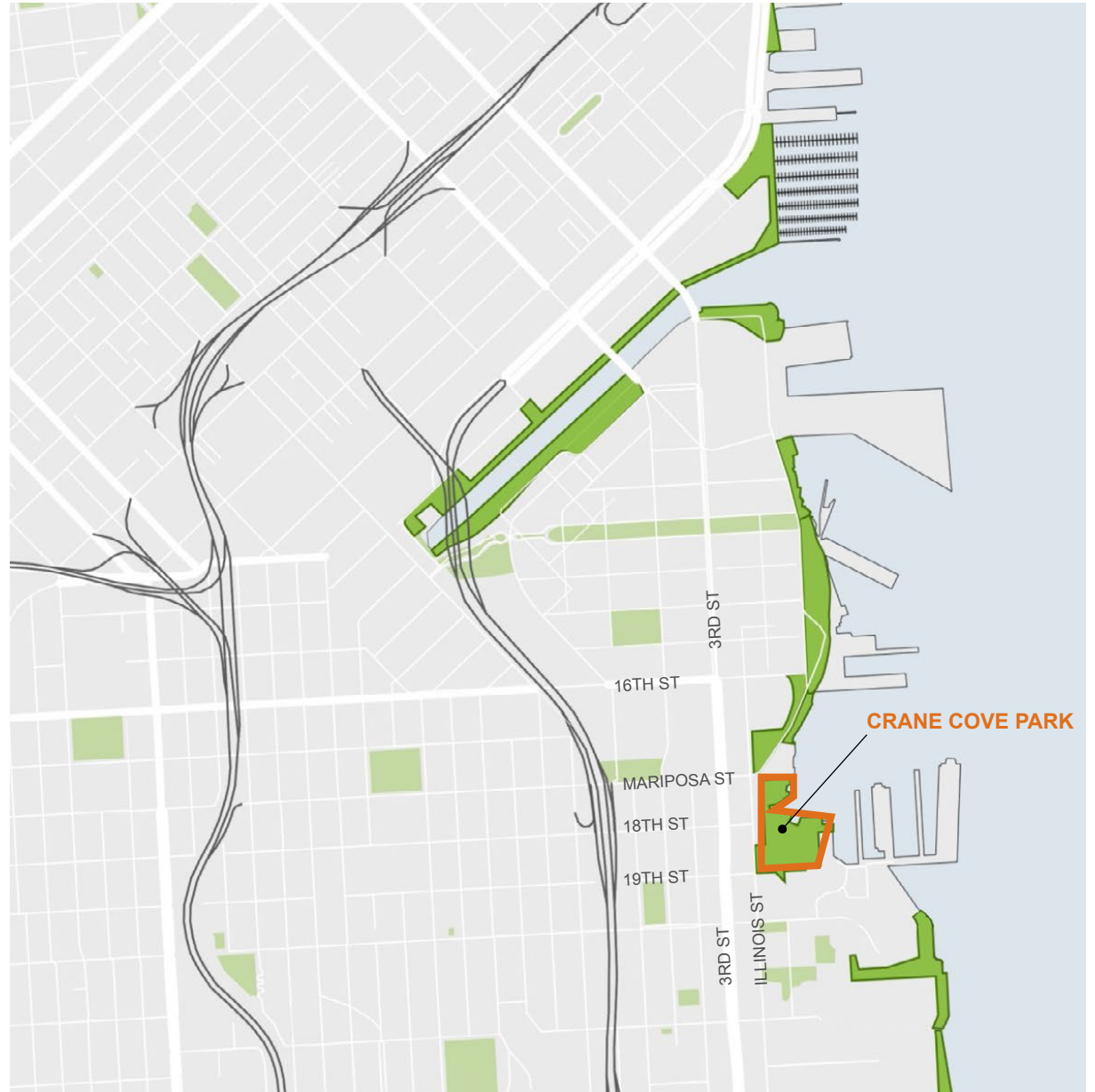
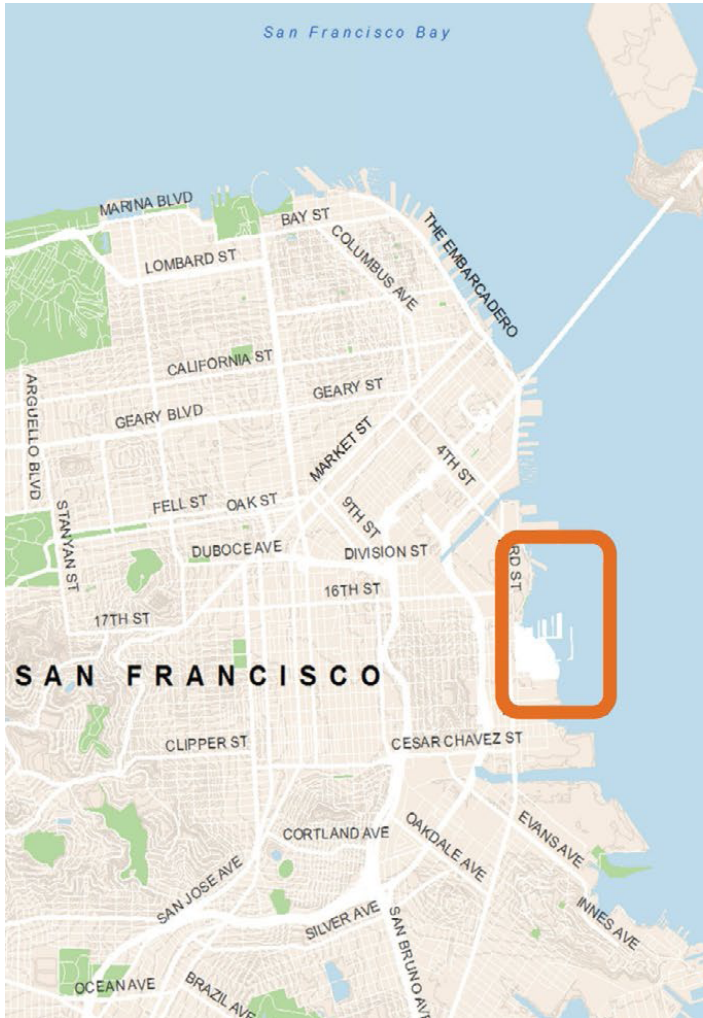
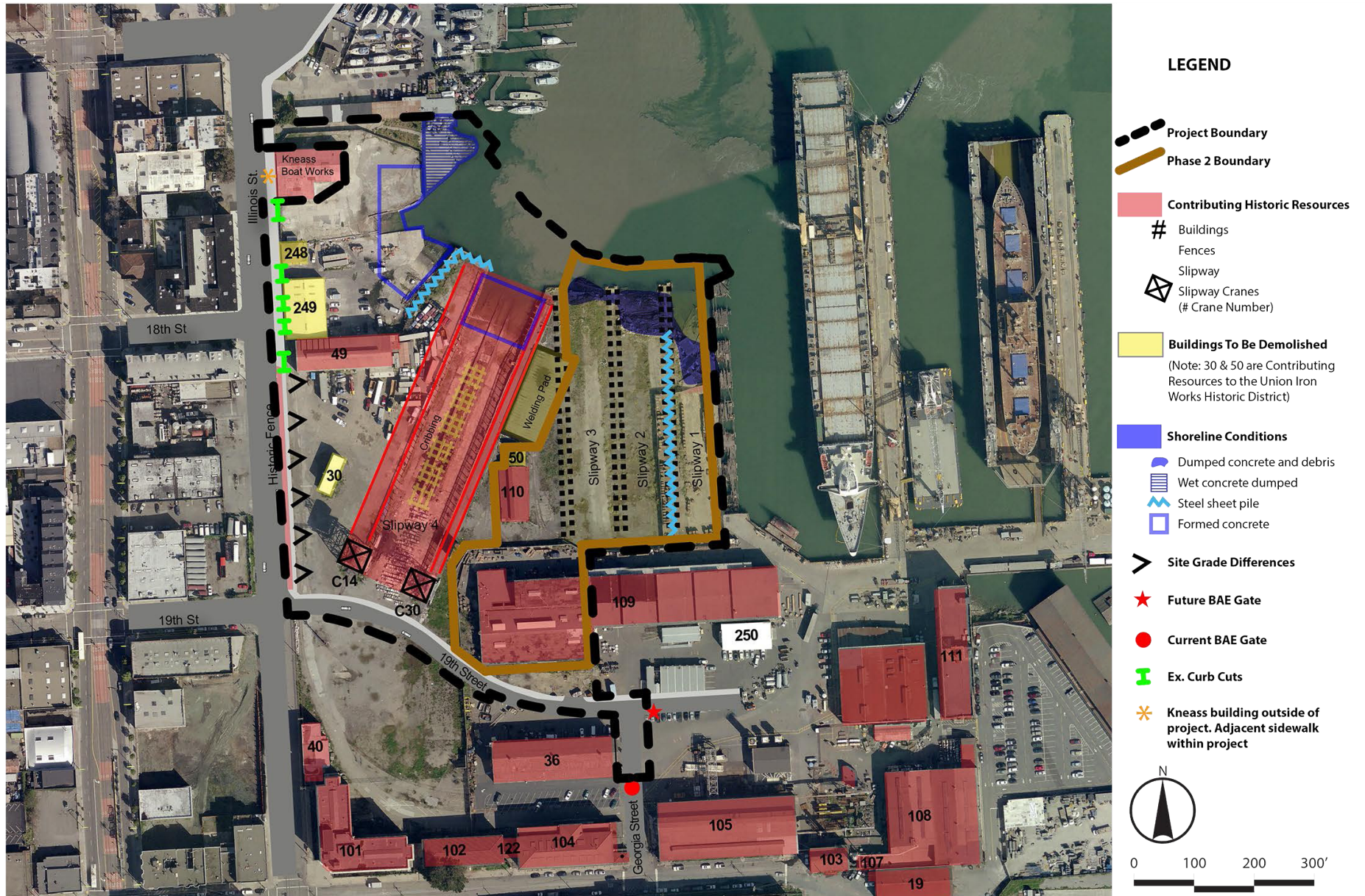


Figure 2: Existing Project Site



Proposed Project Elements**Crane Cove Park**

The proposed project would involve the creation of a new park, would include the following: a new sandy shoreline edge to allow access to the Bay for human powered boats (e.g. kayaks and canoes) and swimmers; ancillary park uses such as café uses; multi-purpose lawn areas; a children’s play area; shoreline paths; pile-supported look-out piers; site furnishings; and site interpretation elements. The project would involve the rehabilitation of Building 109 West, Building 49, and Building 110, while Buildings 30, 50, 248, and 249 would be demolished. See Table 1 for a summary of the existing and proposed building uses. Slipway 4 would be rehabilitated as a public plaza and Crane 14 would be relocated to the end of Slipway 4 while Crane 30 would remain in its current location. (See Figure 3: Proposed Project) The park would generally be open from sunrise to one hour after sunset, while the ancillary park uses (e.g. cafe) would generally operate between 11:00 a.m. to 6:00 p.m.

Table 1: Existing and Proposed Building Uses

<i>Building #</i>	<i>Square Feet</i>	<i>Existing Use</i>	<i>Proposed Use</i>	<i>Depth of Excavation for Demolition</i>
30	991	vacant	demolish	1 foot
49	8,039	warehouse/storage	aquatic center; park restrooms; retail (café)	n/a
50	678	vacant	demolish	2 feet
109	23,400	ship repair storage	pavilion; visitor parking	n/a
110	1,356	vacant	retail (café); park restrooms	n/a
248	1,025	vacant	demolish	0 feet
249	5,900	towing company and yard	demolish	0 feet

Source: San Francisco Port, 2015.

Northern Shoreline

The northern shoreline subarea currently consists of non-engineered bay fill comprised of formed and dumped concrete. This area is paved with some landscaping and is currently used as open space, but currently does not provide access to the Bay for human powered boats. As part of the project, most of the fill along the shoreline would be removed (between a depth of two to six feet)¹ and replaced with a combination of armored rip-rap stone, coarse aggregate and sand to create a sandy shoreline edge. This shoreline area would be utilized for access to the Bay for human powered boats, and a new pile-supported look-out pier would be installed south of the Ramp Restaurant. New seating areas and a new path would be installed along the shoreline area.

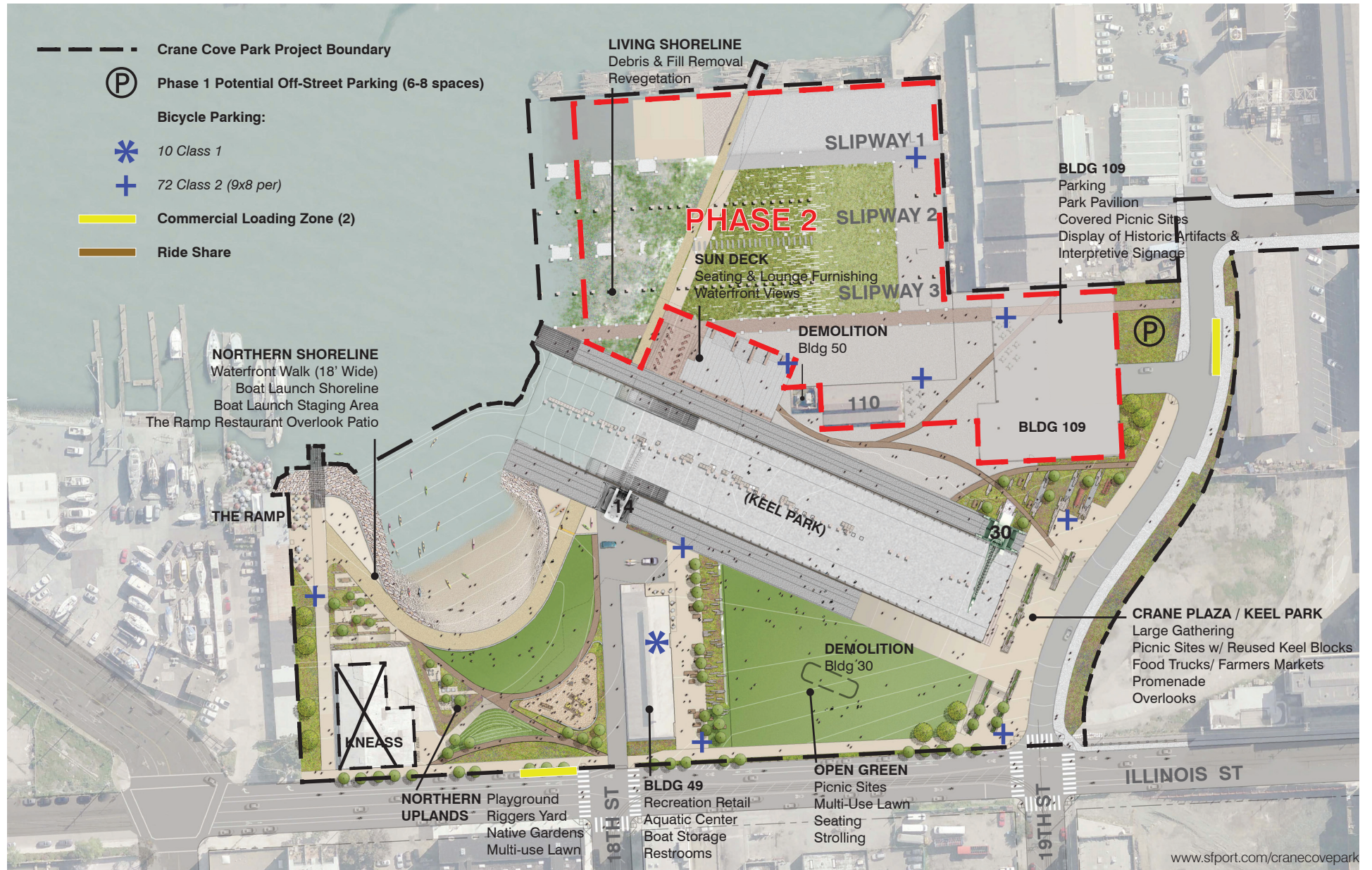
Northern Uplands, Open Green, and Building 49

Buildings 248 and 249 would be demolished and the area would become a children’s play area with landscaping. Approximately two to six feet of fill² would be placed in this area. Building 49 would be rehabilitated and would accommodate public restrooms, small boat storage, and a café. Existing curb cuts would be consolidated into one curb cut at 18th and Illinois Streets to provide vehicle access to Building 49

¹ San Francisco Port, Crane Cove Park – Schematic Design, Exhibit 17. January 26, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

² Ibid.

Figure 3: Proposed Project



for boat loading/unloading. (See Circulation, Access, Parking section below.) A walkway and seating area directly south of Building 49 would be provided. Building 30 would be demolished to create a large “open green” area that would serve as a multi-use area. The northern part of the open green would involve approximately two feet of excavation while the southern part would involve the placement of fill between two to nine feet to meet the existing grade at Illinois and 19th Streets.³

Slipway 4 (Keel Park), Cranes 14 and 30, Crane Cove Plaza

Existing Slipway 4 and Cranes 14 and 30 (and their associated runways) are nonoperational and would be improved as part of the project to function as plaza space. The primary entry into the park would be directly south of Slipway 4 at the proposed Crane Cove Plaza which would be created with the extension of 19th Street eastward. (See Circulation, Access, Parking subsection below.) Crane Cove Plaza would include steps down onto Slipway 4 (Keel Park), with access onto the slipway also provided at-grade near Crane 30. Crane 30 would remain in its current location and a new approximately 1,200-square-foot pile-supported look-out pier would be constructed at the terminus of the Crane 30 runway. Crane 14 would be relocated from its current location west of Crane 30 and moved north to align with the 18th Street view corridor. Additionally, ramps would be installed at the end of the crane runways to provide access onto Slipway 4. The runways would be paved with concrete and would become park pathways.

Slipways 1-3, Building 110, Building 109 West

Slipway 1 (nonoperational) is a pile-supported over-water concrete structure that slopes into the water, Slipways 2 and 3 (both nonoperational) are pile-supported wooden structures that have been filled over with soil and other debris. The shoreline at the end of Slipway 2 and 3 would be excavated approximately one to four feet in depth and graded to allow the bay to reclaim a portion of the site. The shoreline would include a planted edge. South of the shoreline would be a path that would extend from the end of the Crane 30 runway to Slipway 1 and connect to a new pile-supported pier that would be constructed on the eastern side of Slipway 1. The area south of the shoreline path or the “upland area” would be landscaped, have informal pathways, and the existing welding pad east of Slipway 4 would become a patio/sun deck area. Building 50 would be demolished while Building 110 would be renovated to accommodate a café and public restrooms. Building 109 West would be renovated to provide 25 off-street parking spaces, accessed from the 19th Street extension.

Crane Cove Park Circulation, Access, Parking Improvements

Several circulation and access improvements would be made to support the new park, as described below.

19th Street Extension and Georgia Street

The intersection at 19th and Illinois streets is currently a three-way intersection. The proposed 19th Street extension would turn this intersection into a four-way intersection. The extension would begin at the western side of Illinois and 19th streets and extend eastward 600 feet to the proposed new entry to the BAE Shipyard and would intersect a street (Georgia Street) proposed to be constructed as part of this proposed project. Georgia Street would connect 20th Street to the 19th Street extension along the BAE ship Shipyard, and would include a 8- to 12-foot-wide sidewalk on the east side and a 14- to 16-foot wide shared use bicycle/pedestrian pathway on the east side, two 13-foot-wide travel lanes, street lighting, and utilities. The new intersection of Georgia Street and 20th Street would consist of stop control only for the

³ Ibid.

southbound direction of 20th Street. Americans with Disabilities Act (ADA)-compliant curb ramps would be provided at the new crosswalk to be installed across the new north leg of Georgia Street. Also, the new intersection of Georgia Street and the 19th Street extension would form a three-way intersection consisting of all-way stop control and crosswalks with ADA-compliant curb ramps across all intersection approaches.

The 19th Street extension would include a 15-foot shared-use bicycle/pedestrian path on the north side and a 10-foot sidewalk on the south side, two 12-foot travel lanes, street lighting, and utilities. The 19th Street extension would include a 22-foot curb cut to provide vehicle access to the proposed parking in Building 109 West.

The current BAE Shipyard entrance is located off of 20th Street, approximately 100 feet north of Building 113. The entrance would be moved approximately 100 feet north of the existing entrance to the terminus of the 19th Street extension. Additionally, BAE Shipyard truck traffic would be rerouted from 20th Street to the 19th Street extension.

Illinois Street

Illinois Street is located along the western side of the proposed park. A portion of the fence along Illinois Street would be removed to accommodate the 19th Street extension. Illinois Street (between 18th and 19th Streets) currently does not have a sidewalk and has approximately 15 parallel on street parking spaces. As part of the project, a new 12-foot sidewalk would be provided between 18th and 19th Street on the eastern side of the Illinois Street fence (within Port property). Illinois Street (between 18th and Mariposa Streets) has a 4-foot wide sidewalk and 14 angled, on-street parking spaces. The existing sidewalk between 18th and Mariposa Streets would be expanded to 12 feet. On-street parking along Illinois Street between 18th and 19th Streets will not change with the proposed project; however, curb parking between Mariposa Street and 18th Street would be modified to parallel parking.

The intersection at 19th and Illinois Streets is currently a three-way intersection and the proposed project would turn this intersection into a four-way intersection. The proposed project would involve the installation of a stop control at this intersection for both the existing eastbound and proposed westbound direction of 19th Street. Additionally, if the proposed project is approved and constructed prior to the San Francisco Municipal Transportation Agency (SFMTA) Mission Bay Loop Project, the project would involve the installation of two new crosswalks across the south and west legs of the 19th Street and Illinois Street intersection and the installation of ADA-compliant curb ramps serving these new crosswalks. The intersection at 18th and Illinois streets is currently a three-way intersection. The proposed project would require the three existing curb cuts along Illinois to be consolidated into a 22-foot curb cut at the 18th and Illinois Street intersection to allow vehicular access to the boat loading/unloading area next to Building 49. If the proposed project is approved and constructed prior to the SFMTA Mission Bay Loop Project, the project would involve the consolidation of the curb cuts and the installation of three new crosswalks at 18th Street and Illinois Street and the and the installation of ADA-compliant curb ramps serving these new crosswalks. In addition, the Crane Cove Project would construct ADA curb ramps and ladder crosswalks across the remaining legs of the 18th Street/Illinois Street and 19th Street /Illinois Street intersections that are not a part of the Mission Bay Loop Project.

Project Construction

The proposed project would occur in two phases:

1. Phase I (construction duration of approximately 16 months)
 - Northern Shoreline
 - Northern Uplands, Open Green, and Building 49
 - Slipway 4 (Keel Park), Cranes 14 and 30, Crane Cove Plaza
 - 19th Street Extension and Georgia Street
 - Illinois Street Improvements
2. Phase 2 (construction duration of approximately 12 months)
 - Slipways 1-3, Building 110, Building 109 West

As described above, construction of the proposed project is anticipated to occur in two phases, with the first phase lasting approximately 16 months and the second phase lasting approximately 12 months. Construction of the project would require excavation to a depth of six feet below ground surface and approximately 9,800 cubic yards of excavation.

Project Approvals

The proposed Crane Cove Park project would require the following approvals:

Actions by the Port Commission

- Approval of Port projects (including the proposed project) funded in the amount of \$8.7 million in the fourth and final sale of the 2008 Clean and Safe Neighborhood Parks General Obligation Bond.
- Adoption of the Crane Cove Park Mitigation Monitoring and Reporting Program (MMRP)

Actions by the Board of Supervisors

- Approval of the fourth and final sale of the 2008 Clean and Safe Neighborhood Parks General Obligation Bond and the second sale of the 2012 Clean and Safe Neighborhood Parks General Obligation Bond

Actions by City Departments

- Approval of encroachment and building permits (*Port of San Francisco*)
- Approval of a Stormwater Management Plan and a Storm Water Pollution and Prevention Plan (*Port of San Francisco and San Francisco Public Utilities Commission*)

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).⁴ The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or

⁴ San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair (PDR) use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include construction of a new park, the 19th Street extension, Georgia Street, and Illinois Street improvements. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regulating Aesthetics and Parking Impacts for Transit Priority Infill, effective January 2014;
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation");
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015;
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, effective December 2014 (see Checklist section "Air Quality");

- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014;
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section “Utilities and Service Systems”); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section “Hazardous Materials”).

CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) through throughout the lifetime of the Plan (year 2025).⁵ The growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).⁶

As of July 31, 2015, projects containing 8,559 dwelling units and 2,231,595 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review⁷ within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 square feet of non-residential space) and foreseeable projects (3,674 dwelling units and 758,907 square feet of non-residential space). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. Of the 4,885 dwelling units that have completed environmental review, building permits have been issued for 3,710 dwelling units, or approximately 76 percent of those units (information is not available regarding building permit non-residential square footage). An issued building permit means the buildings containing those dwelling units are currently under construction or open for occupancy.

⁵ Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

⁶ San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: <http://www.sf-planning.org/index.aspx?page=1678#background>.

⁷ For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

Within the Central Waterfront subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 800 to 3,600 net dwelling units and 60,000 to 90,000 net non-residential space (excluding PDR loss) through the year 2025. As of July 31, 2015, projects containing 1,273 dwelling units and 66,514 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the Central Waterfront subarea. These estimates include projects that have completed environmental review (1,053 dwelling units and 62,636 square feet of non-residential space) and foreseeable projects (220 dwelling units and 3,878 square feet of non-residential space). Of the 1,053 dwelling units that have completed environmental review, building permits have been issued for 684 dwelling units, or approximately 65 percent of those units.

Growth that has occurred within the Plan area since adoption of the Eastern Neighborhoods PEIR has been planned for and the effects of that growth were anticipated and considered in the Eastern Neighborhoods PEIR. Although the reasonably foreseeable growth in the residential land use category is approaching the projections within the Eastern Neighborhoods PEIR, the non-residential reasonably foreseeable growth is between approximately 34 and 70 percent of the non-residential projections in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR utilized the growth projections to analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. Therefore, given the growth from the reasonably foreseeable projects have not exceeded the overall growth that was projected in the Eastern Neighborhoods PEIR, information that was not known at the time of the PEIR has not resulted in new significant environmental impacts or substantially more severe adverse impacts than discussed in the PEIR.

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

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the Plan Area throughout the lifetime of the Plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the Plan Area under the No Project scenario. Within the Central Waterfront subarea, the Eastern Neighborhoods PEIR considered the effects of a net increase of approximately 190,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

As of July 31, 2015, projects containing the removal of 1,748,422 net square feet of PDR space have completed or are proposed to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (796,446 square feet of PDR space loss) and foreseeable projects, including the proposed project (951,976 square feet of PDR space loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of July 31, 2015, projects containing the removal of approximately 51,302 net square feet of PDR space have completed or are proposed to complete environmental review within the Central Waterfront subarea. These estimates include projects that have completed environmental review (15,057 square feet of PDR space loss) and foreseeable projects (36,245 square feet of PDR space loss).

Implementation of the proposed project would result in the net loss of approximately 4,050 square feet of inactive PDR building space in buildings 30, 50, 110, 248, which are currently vacant, and approximately 37,340 square feet of active PDR space in buildings 49 (warehouse/storage), 109 West (BAE Shipyard storage), and 49 (car towing company). This would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR identified the area east of Illinois Street and north of 20th Street at Pier 70, which includes the project site, to be potentially rezoned to a special Pier 70 Mixed-Use District which would “allow the flexibility to create a mix of arts-oriented, light industrial, research and development,

institutional, and entertainment activities.”⁸ Additionally, the Eastern Neighborhoods PEIR noted that the Central Waterfront Area Plan “identifies specific sites for possible private or public acquisition and improvement including Pier 70 at the end of 18th Street...”, which is where the project site is located, for open space.⁹ The proposed project’s loss of 37,340 square feet of existing active PDR space and 4,050 of inactive PDR space represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR. This significant, cumulative impact was identified in the PEIR and would not represent a more severe adverse impact than analyzed and disclosed in the PEIR.

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and Area Plans do not provide for any new major roadways, such as freeways that would disrupt or divide the project area or individual neighborhoods or subareas. The proposed project would involve the expansion of the street grid at Pier 70, with the extension of 19th Street east from Illinois Street to the new BAE Shipyard entrance, and the development of Georgia Street which would connect 20th Street with the proposed 19th Street extension. These new streets would not be classified as major roadways and would not act as physical barriers, but rather would function as routes that would provide better access to and within Pier 70 and would accommodate the future alignment of the Blue Greenway, a multi-use recreational trail along San Francisco Bay.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the M-2 (Heavy Industrial) and P (Public) use districts and is consistent with the uses envisioned in the Central Waterfront Plan, which identifies the project site as a potential park site to expand public access to the waterfront and provide large areas of open space.^{10,11}

In view of the above, the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and area Plans, including the loss of PDR space, and its implementation would not result in significant land use impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning. No mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
2. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁸ Eastern Neighborhoods PEIR, p. 79. Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>.

⁹ Ibid, p. 377.

¹⁰ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Crane Cove Park, July 30, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

¹¹ Elizabeth Watty, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, Crane Cove Park, August 13, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR states that implementation of the Area Plan would not substantially damage scenic resources that contribute to a scenic public setting. As a proposed rezoning and planning process, the Plan would not directly result in any physical changes. Rather, any changes in urban form and visual quality would be the secondary result of individual development projects that would occur subsequent to the adoption of changes in zoning and community plans.

With respect to views, the Eastern Neighborhoods PEIR found that while development pursuant to the Plan would result in height increases and use district changes, the rezoning would not substantially degrade the existing public views and new development up to the proposed height limits may even help define the street edge and better frame urban views. The PEIR thus found that the Area Plan would not result in a significant adverse impact with regard to views. In addition, the Eastern Neighborhoods PEIR concluded that light and glare impacts would be less than significant because new construction in the Plan Area could generate additional night lighting, but not in amounts unusual for a developed urban area. Furthermore, additional glare from new buildings would not result in a substantial change as use of reflective glass would be restricted by Planning Commission Resolution 9212.

For these reasons, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would not substantially degrade the visual character or quality of the area, have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. No mitigation measures were identified in the PEIR.

The project site is part of Pier 70, which was the site of Union Iron Works, Bethlehem Steel Shipyard, and the San Francisco Yard that supported ship building and ship repair uses. The project site includes facilities from the previous ship yard use, including the slipways, cranes, and buildings that are now either vacant or currently used as storage or vehicle related uses. The area east of the project site is San Francisco Bay and BAE Shipyard which is an active ship repair site and the area south of the project site is the 20th Street Historic Core which is currently being rehabilitated and would include office, light industrial, and commercial uses. The area north of the project site includes commercial, boating and recreation, and office uses while the area east of the project site includes a mix of residential, office, commercial, educational and PDR uses. The proposed project would retain some of the previous ship yard facilities, as the slipways and cranes would be rehabilitated and incorporated into the park design. Additionally, Buildings 49, 110 and 109 West would be renovated to support park uses. The proposed

project would not involve the development of new buildings or major structures so the project site would retain its current open space character and would not substantially degrade any views. While Crane 14 would be moved north to align with the 18th Street corridor, it is not a solid mass and would not result in a substantial obstruction of views to San Francisco Bay.

The proposed project would introduce new sources of light and glare in the form of new lighting for the park use and new street lighting along the 19th Street extension and Georgia Street. However, other existing sources of light and glare associated with Buildings 30, 50, 248, and 249 would be removed as those buildings would be demolished as part of the project. Therefore, while the project could generate additional night lighting, it would not be substantially greater than existing night lighting at the site.

For the above reasons, the proposed project would not result in impacts on aesthetics substantially greater than those identified in the Eastern Neighborhoods PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would involve the conversion of PDR space to a park which would include park-related ancillary uses such as an aquatic center and café uses. This would result in a small number of new jobs. No displacement of existing housing would occur. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population are within the

scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could result in substantial adverse changes in the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

A portion of the project site (south and east of Building 49) is located within the Union Iron Works Historic District (Historic District), listed on the National Register of Historic Places (National Register). The Union Iron Works Historic District is significant under National Register Criterion A (Events) and Criterion C (Design/Construction) within the areas of maritime industry and industrial architecture, and for its association with the development of steel shipbuilding in the United States. The character-defining features of the Historic District include: waterfront location/shoreline; minimal planted vegetation; open areas that are either paved with asphalt or covered with gravel; streets that are improved without curbs and gutters, except for 20th Street, which has granite curbs; dense urban-industrial character; variation in materials, styles, rooflines, and window types; variation in height and scale, with resources that range from one to six stories (80 feet) in height, some with large footprints of 60,000 to 100,000 square feet;

certain groupings of buildings, such as the entry promenade along 20th Street and the Building 12 complex; features such as cranes, wharves and piers; ship repair activities; and yard layout and plan.

The Planning Department determined in a Historic Resource Evaluation Response (HRER) Part II,¹² upon review of the Historic Resource Evaluation (HRE) prepared by Architectural Resources Group (ARG),¹³ that the proposed project would not cause a significant adverse impact upon any qualified historic resource, nor would it adversely affect the integrity of the Historic District. The proposed project would involve the demolition of Buildings 248 and 249, which are not historic features and do not contribute to the Union Iron Works Historic District. Therefore, their removal would not affect the historic status of the Union Iron Works Historic District or any of its contributing resources.

The proposed project would also involve the demolition of the following two buildings that are contributing resources to the Historic District: Building 30 (Template Warehouse) and Building 50 (Substation No. 2). Buildings 30 and 50 were accessory buildings that supported the shipbuilding process centered in Building 109 and Slipway 4. Building 30 is an open warehouse of utilitarian design, is architecturally undistinguished, and does not possess any features not represented elsewhere within the Historic District. Building 50, more architecturally distinctive than Building 30, in part due to its architectural brick wainscoting, is one of several World War II (WWII)-era electrical power substations within the Historic District. The HRER found that Buildings 30 and 50 do not exhibit any craftsmanship that is important to the District as a whole and not present in other contributing resources, thus their demolition would not result in a significant loss of resources from the WWII-era.

The proposed project would involve the rehabilitation of the following three buildings that are contributing resources to the Historic District: Building 49 (Galvanizing Shop); Building 109 West (Plate Shop No. 1); Building 110 (Yard Washroom/Locker Room). Building 49 would accommodate an aquatic center with boat storage, restrooms, and potentially a small café. Building 49's existing form and scale would be maintained and exterior modifications would be limited to the addition of one roll-up door and four person doors. Building 109 West would accommodate parking and include a pavilion area with site interpretation elements. Building 109 West would continue to be open on three sides, as it has been historically, and the overall form, massing, and building spaces would be maintained. Building 110 would accommodate a café, and the building's character-defining features, including its open floor plan and extensive fenestration, would be maintained.

The proposed project would involve the alteration of the following site elements that are contributing resources within the Historic District: Slipways 1 through 4; Cranes 14 and 30; freight and rail lines; and the iron fence along Illinois Street. Slipway 4 would be resurfaced and used as a paved plaza space (Keel Park). The plaza would accommodate a historic interpretive program, including demarcation of the silhouettes of two major historic ships built at the slipway. Slipways 1, 2, and 3 would include informal pathways that would accommodate interpreted historic ship building relics. Cranes 14 and 30 would be stabilized and retained on-site, with the relocation of Crane 14 out toward the shore end of Slipway 4. The

¹² San Francisco Planning Department, *Historic Resource Evaluation Response Part II for Pier 70 Crane Cove Park*, September 15, 2015. This document is on file and available at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-001314ENV.

¹³ Architectural Resources Group (ARG), *Historic Resource Evaluation, Crane Cove Park, San Francisco, California*, Revised, August 2015. This document is on file and available at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-001314ENV.

freight and rail lines would be retained and segments currently covered by soil or asphalt would be exposed. The iron fence along Illinois Street would be repaired in place, which would include removing non-historic attachments; repairing broken fasteners and deformed sections and replacing missing finials; and repainting. A small portion of the fence would be removed to accommodate the eastward extension of 19th Street but the existing gate near Building 49 would be retained.

New construction at the project site would include the construction of Crane Cove Plaza; the eastward extension of 19th Street; construction of Georgia Street; landscape treatments including multi-use lawn areas, native plantings, and trees; site furnishings; interpretive exhibits; a sandy shoreline; a children's play area; paths; and pile-supported look out piers. The HRE determined that these new features would be compatible with the extant contributing resources of the Historic District while also being clearly additive to the site. Crane Cove Plaza would reinforce, instead of obscure, Slipway 4 and while the steps that comprise the plaza are clearly additive, their geometric simplicity would be compatible with the concrete expansiveness of the slipway itself. The eastward extension of 19th Street would curve southward so as not to interfere with Slipway 4 or Building 109 and connect with Georgia Street which would not interfere with buildings within the 20th Street Historic Core. The lawn area between Illinois Street and Slipway 4 would clearly be a new element, while referencing and supporting the historic openness of this portion of the project site. Trees would be used sparingly to maintain the fundamental openness of the site and avoid interfering with views of the water or Slipway 4. Site furnishings would be simple in profile and scaled to reference the keel blocks, cribbings, and other industrial remnants that supported the shipbuilding process. The area of the park north of Building 49 is outside of the Historic District and thus could be modified to a greater extent than other portions of the project site without adversely affecting the Historic District. The park design would maintain this area as open space with additive elements, including a new sandy shoreline, shoreline path, and children's playground.

The HRER determined that the demolition of two contributing buildings (Buildings 30 and 50) within the Historic District would not cause a significant adverse impact on a qualified historic resource. The buildings proposed for demolition are ancillary and/or repetitive, relative to the Historic District's history and significance, and the Historic District would continue to retain a high number of contributing resources. The HRER also found that the rehabilitation of the contributing resources (Buildings 49, 109, and 110; Slipways 1 through 4; Cranes 14 and 30; freight and rail lines; and the iron fence along Illinois Street) would meet the Secretary of the Interior's Standards for Rehabilitation. Further, the new construction anticipated for the project site would be appropriately designed to preserve the Historic District's character-defining features, while also accommodating new design features. The project design would not adversely affect any of the character-defining features of the Historic District as a whole and the proposed project would make many of those character-defining features more visible to the public. As a result, the project design would be in conformance with the Secretary of the Interior's Standards for Rehabilitation. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The project site is one of the properties subject to Eastern Neighborhoods PEIR Mitigation Measure J-2. Mitigation Measure J-2 states any project resulting in soils disturbance for which no archeological assessment report has been prepared or for which the archeological document is incomplete or inadequate shall be required to conduct a preliminary archeological sensitivity study prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department's archeologist conducted a preliminary archeological review of the project site in conformance with the study requirements of Mitigation Measure J-2; the results are summarized below.¹⁴

The project site is located on what was the bayside of the historical Potrero Point shoreline. Since the project site was located underwater, there is a low potential for prehistoric resources within the project site. The area south of the project site (near the intersection of 20th and Illinois Streets) may have been the historical shoreline; however, no prehistoric sites have been previously identified on Potrero Point.

Manufacturing complexes in the general area, such as the San Francisco Cordage Manufactory, opened during the 1850s, and Pacific Rolling Mills opened in 1868 to the southeast of the project site. The initial development of the project area started in the late 1860s, when boat-builders moved there from Steamboat Point. The initial fill of the project area is associated with the expansion of the Union Iron Works shipyard during the late 19th century. Shipbuilding and ship repair continued within the project area from the 1890s through most of the 20th century. During this period, buildings, structures, and infrastructural systems were installed within the shipyard and remains of these resources as well as possible deposits associated with ship construction and shipyard workers may exist within the project area. Archeological deposits associated with shipyard development and shipbuilding and ship repair may be useful in interpreting the Union Iron Works National Register Historic District and may offer additional information concerning the shipyard, shipbuilding, and working conditions.

Based on the Preliminary Archeological Review, it has been determined that the Planning Department's second standard archeological mitigation measure (monitoring) would apply to the proposed project. The Preliminary Archeological Review and its requirements (e.g., monitoring) are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods PEIR. With implementation of this project mitigation

¹⁴ San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for Crane Cove Park, July 24, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

measure, impacts related to archeological resources would be less than significant. In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1: Archeological Monitoring, as updated below.

With compliance with Project Mitigation Measure 1, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. TRANSPORTATION AND CIRCULATION— Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures, which are described further below in the Traffic and Transit sub-sections. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 4c is not applicable.

Trip Generation

A transportation study was prepared for the proposed project by CHS Consulting Group.¹⁵ Per the transportation study, the proposed project would generate an estimated 1,648 person trips (inbound and outbound) on a daily basis, consisting of 1,091 person trips by auto (631 vehicle trips), 180 transit trips, 341 walk trips and 36 trips by other modes. The proposed project would generate an estimated 85 vehicle trips during the PM peak hour (4:00 p.m. to 6:00 p.m.) and an estimated 110 vehicle trips during the weekend midday (MID) peak hour (1:00 p.m. to 3:00 p.m.).

Traffic

Mitigation Measures E-1 through E-4 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant traffic impacts. Mitigation Measures E-2 through E-4 are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. Since certification of the PEIR, SFMTA has been engaged in public outreach regarding some of the parking-related measures identified in Mitigation Measures E-2 and E-4: Intelligent Traffic Management, although they have not been implemented. Measures that have been implemented include enhanced funding as identified in Mitigation Measure E-3 through San Francisco propositions A and B passed in November 2014. Proposition A authorized the City to borrow \$500 million through issuing general obligation bonds in order to meet some of the transportation infrastructure needs of the City. These funds are allocated for constructing transit-only lanes and separated bikeways, installing new boarding islands and escalators at Muni/BART stops, installing sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking and upgrading Muni maintenance facilities, among various other improvements. Proposition B, which also passed in November 2014, amends the City Charter to increase the amount the City provided to the SFMTA based on the City's population, with such funds to be used to improve Muni service and street safety. Some of this funding may be applied to transportation projects within the Eastern Neighborhoods Plan area.

The proposed project's vehicle trips would travel through the intersections surrounding the project blocks. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site include 18th Street/Illinois Street; 19th Street/Illinois Street; 20th Street/Illinois Street; Third Street/Cesar Chavez Street; I-280 Off-Ramp/Mariposa Street; and I-280 On-Ramp/Mariposa Street. Tables 2 and 3 provide existing and cumulative LOS data gathered for these intersections for the PM peak hour and the weekend MID peak hour.

¹⁵ CHS Consulting, 19th Street Extension/Crane Cove Park Project Transportation Impact Study, October 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

**Table 2: Intersection Level of Service:
Existing, Existing Plus Project, and Cumulative Weekday PM (4:00 p.m. to 6:00 p.m.) Peak Hour**

Intersection	Existing		Existing+Project		Cumulative (Year 2040)	
	Delay ¹	LOS ₁	Delay ¹	LOS ¹	Delay ¹	LOS ¹
1. 18th Street / Illinois Street ²	10.5 (EB)	B	10.7 (EB)	B	11.4	B
2. 19th Street / Illinois Street ²	10.2 (EB)	B	11.2 (WB)	B	64.0	E
3. 20th Street / Illinois Street	8.7 (9.1/NB)	A (A)	9.0 (9.5/NB)	A (A)	>50 (>50/WB)	F (F)
4. Third Street / Cesar Chavez Street	42.4	D	44.0	D	>80.0	F
5. I-280 Off-Ramp / Mariposa Street	23.2	C	23.2	C	>80.0	F
6. I-280 On-Ramp / Mariposa Street ²	>80 (EB)	F	>80 (EB)	F	>80.0	F

Notes:

1. The LOS and delay (in seconds per vehicle) for signalized intersections represent conditions for the overall intersection. **BOLD** indicates unacceptable LOS conditions (LOS E or F).
2. 18th/Illinois, 19th/Illinois, and I-280 On-Ramp / Mariposa Street intersections assumed to be signalized in Year 2040.

Sources: Pier 70 TIS Report, 2015; CHS Consulting Group, 2015.

**Table 3: Intersection Level of Service:
Existing, Existing Plus Project, and Cumulative Weekend MID (1:00 p.m. to 3:00 p.m.) Peak Hour**

Intersection	Existing		Existing+Project		Cumulative (Year 2040)	
	Delay ¹	LOS ₁	Delay ¹	LOS ¹	Delay ¹	LOS ¹
1. 18th Street / Illinois Street ²	10.1 (EB)	B	10.3 (EB)	B	10.8	B
2. 19th Street / Illinois Street ²	9.7 (EB)	A	10.8 (EB)	B	14.5	B
3. 20th Street/ Illinois Street	7.8 (7.9/NB)	A	8.1 (8.2/NB)	(A)	>50 (>50/EB)	F (F)
4. Third Street / Cesar Chavez Street	27.0	C	27.2	C	>80.0	F
5. I-280 Off-Ramp/ Mariposa Street	24.2	C	24.2	C	>80.0	F
6. I-280 On-Ramp/ Mariposa Street ²	11.5 (EB)	B	11.7 (EB)	B	9.6	A

Notes:

1. The LOS and delay (in seconds per vehicle) for signalized intersections represent conditions for the overall intersection. **BOLD** indicates unacceptable LOS conditions (LOS E or F).
2. 18th/Illinois, 19th/Illinois, and I-280 On-Ramp / Mariposa Street intersections assumed to be signalized in Year 2040.

Sources: Pier 70 TIS Report, 2015; CHS Consulting Group, 2015.

Existing Plus Proposed Project Conditions

The proposed project would generate approximately 85 new vehicle trips during the weekday PM peak hour (39 inbound and 46 outbound), and 110 new vehicle trips during the weekend MID peak hour (52 inbound and 58 outbound). The transportation impact analysis also accounts for the proposed re-routing of BAE Shipyard truck traffic from 20th Street to the 19th Street extension. (See BAE Shipyard Traffic section below.)

As shown in Tables 2 and 3 above, with the addition of the proposed project, all study intersections would be expected to continue operating at acceptable LOS conditions (LOS D or better), with the exception of the eastbound STOP-controlled approach at the I-280 On-Ramp/Mariposa Street intersection, which is expected to operate at LOS F during the PM peak hour both with and without the addition of project traffic. At the unsignalized intersection of I-280 On-Ramp/Mariposa Street during the PM peak hour, the intersection would operate at LOS F with and without implementation of the proposed project. The proposed project would not add any vehicles to the eastbound critical right-turn movement of this intersection. The proposed project's contributions to the I-280 On-Ramp/Mariposa Street intersection would therefore not be substantial and the proposed project would result in a less-than-significant traffic impact at the intersection.

Vehicle Queuing

Vehicle access to the proposed off-street parking in Building 109 West would be via the proposed 19th Street extension. The driveway to Building 109 West would be along the 19th Street extension and would accommodate two-way vehicle flow (e.g., one ingress lane and one egress lane). Because the parking driveway would allow for two-way traffic flow, this design would not require vehicles attempting to enter the parking lot to dwell (stop) along 19th Street prior to entry for an extended period of time (with the exception of waiting for any crossing pedestrians) nor result in substantial vehicle queues along 19th Street. Therefore, impacts relative to project vehicle queuing conditions would be less than significant. While vehicle queuing impacts would be less than significant, Project Improvement Measure 1: Monitoring and Abatement of Queues could be implemented to further reduce this less-than-significant impact.

BAE Shipyard Traffic

Trucks traveling to and from the BAE Shipyard currently access the facility via 20th Street. The proposed 19th Street extension would create an alternate route for trucks and thus reduce the number of trucks traveling along 20th Street relative to current conditions. Based on information provided by the Port of San Francisco, the BAE Ship Yard operates with a staff of approximately 200 employees, Monday through Friday between 6:30 a.m. and 3:30 p.m., with up to five employees on site beyond 5:00 p.m. and fewer on weekends.

Existing BAE employees typically arrive between 6:00 - 6:30 AM and depart between 3:00 - 3:30 PM on weekdays, thereby avoiding weekday PM peak hours. On weekends, existing BAE employee trips are typically a maximum of two autos per day, with one vehicle arriving at 10:00 PM and leaving at 6:00 AM, with the other auto arriving at 6:00 AM and departing at 10:00 PM. Therefore, no existing BAE employee trips currently occur during the weekend MID peak hour.

On a typical weekday, about 12 trucks travel to/from the BAE facility between 6:30 a.m. and 3:30 p.m., which equates to about 1.3 truck trips per hour, respectively. No trucks are scheduled to travel to/from

the BAE facility on weekends. It is noted that on non-typical days (i.e., days when there is a cruise ship in dry dock), about 28 trucks are scheduled to travel to/from the BAE facility between 3:30 a.m. and 9:30 p.m., which equates to about 1.5 trucks per hour, respectively.

The presence of large trucks, with their slower speeds and larger turning radii, could result in some vehicle delays and congestion on roadways in the immediate vicinity of the project site and BAE facility (e.g., 19th and 20th Streets) and would have lesser effects on higher-capacity roadways farther from the project site (e.g., Third Street). However, because the BAE facility would continue with current operations and the proposed 19th Street extension would serve as a route to/from the BAE facility to further disperse truck traffic, and because the level of truck activity would not be substantial on a given day (e.g., about one truck trip per hour) or during typical peak commute or weekend peak periods, the diversion of truck trips along 19th and 20th Streets would not result in substantial vehicle queues nor substantially contribute to traffic congestion levels along adjacent streets.

2040 Cumulative Conditions

Future year 2040 cumulative traffic volumes were developed in order to assess the long-term cumulative effects of the proposed project in combination with projected development within San Francisco and the rest of the Bay Area, as well as implementation of planned transportation infrastructure projects. For the future year, cumulative intersection traffic volumes were derived from outputs from the San Francisco County Transportation Authority's (SFCTA) travel demand forecasting model (SF-CHAMP Model). The geographic context for the analysis of cumulative transportation impacts includes the sidewalks and roadways adjacent to the project site, and the local roadway and transit network in the vicinity of the Project Site. The discussion of cumulative transportation impacts assesses the degree to which the Project would affect the transportation network in conjunction with other reasonably foreseeable projects. Examples of reasonably foreseeable development projects and transportation network changes that were considered in the cumulative analysis include (but are not limited to) the following: Pier 70 Mixed-Use District Project; 20th Street Historic Core Buildings (Orton) Project; Mission Bay Loop Project; Mission Bay Redevelopment Plan; and Golden State Warriors Project at Mission Bay Blocks 29-32.

The Mission Bay Loop project would provide turn-around capabilities for the T Third light rail via a connection trackway from Third Street to 18th, 19th, and Illinois Streets. The existing light rail trackway on 18th and 19th Streets between Third and Illinois Streets would be extended to Illinois Street in order to complete the loop. The Mission Bay Loop project would allow for increased service along the planned Central Subway Corridor and within the Central Waterfront and Mission Bay areas. Accordingly, the turn-around would facilitate a 50 percent increase in frequency to transit service and the increase in service would be achieved by allowing up to half of the trains traveling on Third Street via the Central Subway during peak hours to turn around at the Mission Bay Loop and proceed back toward downtown San Francisco. In addition to the proposed light rail turn around, traffic, pedestrian, and train signals would be installed at the intersections of 18th and Illinois Streets and 19th Street and Illinois Streets. The train signals would be activated by the train operator and would require vehicular traffic to wait at the red signal.¹⁶ An Environmental Impact Statement and Environmental Impact Report (EIS/EIR) was

¹⁶ It is noted that the Mission Bay Loop Project Environmental Assessment (May 2013) indicated that the proposed light rail improvements would not substantially affect intersection LOS conditions along Third and Illinois Streets at 18th and 19th Streets, and traffic conditions would continue to operate satisfactorily. In addition, the project

prepared and approved by the Federal Transit Authority (FTA) in 1999 and as an update to the prior evaluation, an Environmental Assessment (EA) was prepared in May 6, 2013. The FTA identified no substantial adverse effects associated with the project and issued a Findings of No Significant Impact (FONSI) on June 30, 2013.¹⁷

As shown in Table 2 above, under Year 2040 during the weekday PM peak hour, the following study intersections are anticipated to operate at LOS E or F: 19th Street/Illinois Street; 20th Street/Illinois Street; Third Street/Cesar Chavez Street; I-280 Off-Ramp/Mariposa Street; I-280 On-Ramp/Mariposa Street. The proposed project would not contribute considerably to these LOS delay conditions during the weekday PM peak hour as its contribution of an estimated 85 new PM peak hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' Plan projects during the PM peak hour at those intersections.

As shown in Table 3 above, in Year 2040 during the weekend MID peak hour, the following intersections are anticipated to operate unacceptably at LOS F: Third Street/Cesar Chavez Street; I-280 Off-Ramp/Mariposa Street; and 20th Street/Illinois Street. The proposed project would not contribute considerably to LOS delay conditions during the MID peak hour at Third Street/Cesar Chavez Street and I-280 Off-Ramp/Mariposa Street as its contribution of an estimated 110 new MID peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' Plan projects during the MID peak hour at those intersections.

The intersection of 20th Street/Illinois Street currently has an existing signal that currently functions as an all-way stop control. During the weekend MID peak hour, the intersection of 20th Street/Illinois Street would operate at LOS F under 2040 cumulative conditions. The proposed project is expected to add 23 vehicles to the eastbound approach, representing approximately 4 percent of the eastbound approach MID peak hour volume. All other approaches (westbound, northbound and southbound) would operate at LOS F. The proposed project is expected to add 33 vehicles to the westbound approach, which is approximately 10 percent of the MID peak hour westbound approach volume. The proposed project is expected to add 10 vehicles to the northbound approach, which is approximately 1.8 percent of the MID peak hour northbound approach volume. The proposed project is expected to add eight vehicles to the southbound approach, which is 2.4 percent of the MID peak hour southbound approach volume. The proposed project would contribute over five percent of traffic volumes to the westbound approach at the intersection of 20th and Illinois Streets under 2040 cumulative conditions; any traffic contribution in the cumulative context that is five percent and above is considered to be a substantial contribution to a poorly operating intersection. The proposed project's contributions to this poorly operating intersection would therefore be considered to contribute considerably to the previously identified Eastern Neighborhoods PEIR significant cumulative traffic impact for the Central Waterfront area.

The Eastern Neighborhoods PEIR analyzed the cumulative traffic effects of development resulting from the implementation of the Eastern Neighborhoods Rezoning and Area Plans and rezoning of four Plan Areas. The FEIR analyzed the effects of increased traffic on several representative study intersections

would not result in any potential adverse effects to transit, pedestrian, bicyclist facilities or to users of such facilities.

¹⁷ Mission Bay Loop information is available online at: <http://www.sfmta.com/projects-planning/projects/mission-bay-loop>; accessed October 5, 2015.

within the Eastern Neighborhoods that were selected to provide an overall characterization of existing and future traffic conditions within the area. The FEIR identified cumulative traffic impacts for several representative study intersections including Third and Cesar Chavez Streets, Third and Evans Streets, Cesar Chavez and Evans Streets, 25th and Indiana Streets, Third and King Streets, Sixth and Brannan Streets, Seventh and Harrison Streets, Guerrero and Duboce Streets, Mission/Otis/Thirteenth Streets, South Van Ness and Thirteenth Streets, DeHaro/Division/King Streets, Rhode Island and Sixteenth Streets, and Rhode Island and Division Streets. There are several similarities between the representative study intersections and the intersection of 20th and Illinois Streets, including similar lane geometry and turning movements. In addition, the traffic volumes and the street function associated with the above-listed representative study intersections are substantially similar to the traffic volumes and the street function of the 20th Street and Illinois Street intersection, and are representative of the cumulative traffic impacts resulting from the Eastern Neighborhoods Rezoning and Area Plans; therefore, the analysis contained within the Eastern Neighborhoods PEIR reasonably predicts the significant cumulative impact at 20th and Illinois Streets.

To mitigate the 2040 significant cumulative traffic impact, Eastern Neighborhoods PEIR Mitigation Measure E-1: Traffic Signal Installation (Project Mitigation Measure 2) would apply. This includes installation of a new a traffic signal at the intersection of 20th and Illinois Streets would need to be installed in order to upgrade the existing signal that currently functions as an all-way stop control. With this new upgraded signal, the average vehicle delay would decrease, and the intersection would operate at LOS B. There are a number of proposed developments in the immediate vicinity of this intersection, most noticeably at Pier 70, that would contribute to growth in future traffic volumes and increased delays at this intersection. The mitigation measure, implementation of a traffic signal at the intersection of 20th and Illinois Streets, could be linked to these and other proposed development projects in the area. Under this mitigation measure, the project sponsor for the proposed project would pay its fair share contribution to this signal to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, which is their share of the mitigation to upgrade the traffic signal at this intersection. The amount and schedule for payment for the proposed project's fair share contribution to the mitigation shall be determined by SFMTA.

The proposed project's fair share contribution to the 20th and Illinois Streets intersection mitigation measure (traffic signal) would reduce the project's contribution to the Eastern Neighborhoods PEIR significant cumulative impact for the Central Waterfront area. However, due to the uncertainty that the remainder of the mitigation measure would be implemented; that is, the uncertainty that the remaining cost of the traffic signal would be obtained, the cumulative traffic impact for the Central Waterfront area, including at the 20th and Illinois Streets intersection, would be considered significant and unavoidable. This significant and unavoidable impact was identified and discussed in the Eastern Neighborhoods PEIR.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in the Eastern Neighborhoods that go toward funding transit and complete

streets. In addition, the City is currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management as part of the Transportation Sustainability Program.¹⁸ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

Mitigation Measure E-7 also identifies implementing recommendations of the San Francisco Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to its varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 22 Fillmore, 48 Quintara-24th Street, and the T Third light rail. The proposed project would be expected to generate 180 daily transit trips, including 25 during the PM peak hour and 33 during the weekend MID peak hour. The addition of 25 PM peak hour transit trips would contribute less than one percent to Muni corridor ridership levels. As such, the proposed project would not result in a substantial contribution to existing ridership levels or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore and 48 Quintara. The proposed project would not contribute considerably to these conditions as its minor contribution of 25 PM peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2040 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

¹⁸ <http://tsp.sfplanning.org>

Pedestrian

The proposed project would generate 71 pedestrian trips (25 transit and 46 walk) during a typical weekday PM peak hour and 109 pedestrian trips (33 transit and 76 walk) during a typical weekend MID peak hour. The proposed project would include multiple pedestrian entrances to accommodate visitors and employees. Pedestrian access locations would be along the east side of Illinois Street, with direct access to the playground and multi-use lawn in the northwest section of the project site; Building 49 (to include recreational uses and boat storage, and Class 1 bicycle parking); and the picnic and multi-use lawn area in the southwest portion of the project site. Pedestrians would also be able to access the proposed plaza, Keel Park area, and Building 109 West via sidewalks along the north side of 19th Street. Stop control would be installed at this intersection for both the existing eastbound and proposed westbound direction of 19th Street. Additionally, if the proposed project is approved and constructed before the SFMTA Mission Bay Loop Project, it would also modify the existing crosswalks at the 18th Street/Illinois Street and 19th Street/Illinois Street intersections. At the 18th Street/Illinois Street intersection, three new crosswalks would be constructed, while two new crosswalks would be installed across the south and west legs of the 19th Street/Illinois Street intersection. In addition, the Crane Cove Project would construct crosswalks across the remaining legs of the 18th Street/Illinois Street and 19th Street /Illinois Street intersections that are not a part of the Mission Bay Loop Project. Overall, the proposed project would improve the streetscape and landscape conditions with new sidewalks, plantings, ornamental furniture, benches, lounge areas, and internal pedestrian pathways within the project site. The project design would also promote pedestrian safety and comfort, and would allow for adequate public space and maneuverability for safe pedestrian passage along the sidewalk areas. Furthermore, the potential increase in pedestrian trips would not result in substantial overcrowding along sidewalk areas or at nearby transit stops and stations, as new sidewalks would range between 8 and 12 feet in total width and would be able to accommodate an increase in demand. Additionally, because on-street parking would remain along the east side of Illinois Street, these parked vehicles would also serve as a buffer between moving pedestrians along the sidewalks and vehicular traffic along Illinois Street.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrians or otherwise substantially interfere with pedestrian accessibility to the site and adjoining areas, including the nearby BAE facility. The proposed pedestrian improvements would continue to allow for adequate public space and maneuverability for safe pedestrian passage within the project site and to nearby transit facilities (e.g., Muni bus and light rail stops), streets, and neighboring uses. As described above, the proposed project would not result in an increase in overcrowding on public sidewalks, interfere with pedestrian circulation to nearby areas and buildings, or create potentially hazardous conditions for pedestrians, and would create additional corridors for pedestrian circulation. As such, pedestrian impacts resulting from the project would be less than significant.

The proposed project would include a new driveway access point along the north side of the 19th Street extension, about 450 feet east of Illinois Street, to access the parking lot at Building 109 West. This new driveway access point would have the potential to conflict with pedestrians along the north side 19th Street extension sidewalk. While pedestrian impacts would be less than significant, implementation of Project Improvement Measure 2: Installation of Traffic Calming Devices at Parking Lot Exiting Lane, which would result in the installation of appropriate traffic calming devices (e.g., speed bump, rumble strips, "slow speed" signage, etc.) at the exiting travel lane along the garage driveway to reduce speeds of

exiting vehicles traveling out of the parking lot would help to further reduce and/or eliminate potential vehicle-pedestrian conflicts. Additionally, the implementation of Project Improvement Measure 1: Monitoring and Abatement of Queues, as discussed in the Vehicle Queuing section above, would also help further reduce less-than-significant pedestrian impacts.

There would be a projected increase in background vehicle traffic between Existing plus Project and 2040 cumulative conditions. This would result in an increase in the potential for vehicle-pedestrian conflicts at intersections in the study area. While there would be a general increase in vehicle traffic that is expected through the future 2040 cumulative conditions, the proposed project would not create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. As previously mentioned, improvement measures to further reduce potential pedestrian impacts have been included as a part of this analysis. Based on these findings, the proposed project, in combination with past, present and reasonably foreseeable developments in San Francisco, would result in less-than-significant cumulative pedestrian impacts.

Bicycle

There are several designated bicycle routes in proximity to the project site: Route 5 along Terry A. Francois Boulevard and Illinois Street; Route 7 along Indiana Street; Route 23 along Mariposa and Mississippi Streets; and Route 60 along Cesar Chavez Street. As such, it is anticipated that a portion of the four (4) "other" weekday PM peak hour and seven (7) weekend MID peak hour trips generated by the proposed project would be bicycle trips. The routes stated above provide direct connectivity to several bicycle routes throughout the area and provide linkage to other regions of the city. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems. Based on the existing bicycle network within the project vicinity, it is reasonable to assume that the anticipated increase in bicyclists associated with the proposed project would be accommodated by existing bicycle network facilities. The proposed project would not introduce any design features that would eliminate or impede access to existing bicycle routes in proximity to the project site. It is noted that although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this anticipated increase would not be substantial enough to create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas, and therefore, the proposed project would have less-than-significant bicycle impacts.

Project Improvement Measure 1: Monitoring and Abatement of Queues and Project Improvement Measure 2: Installation of Traffic Calming Devices at Parking Lot Exiting Lane, discussed in the sections above, would also help further reduce any less-than-significant effects related to conflicts between vehicles and other users of roadways within the project site.

Bicycle trips in the area may increase between the completion of the project and the cumulative scenario due to general growth in the area. In particular, the proposed project would be designed to provide adequate points of access to bicycle parking within the project site and adjacent sidewalk areas, and such facilities would be designed to reduce any potential conflicts with private cars or delivery/freight vehicles. Additionally, the proposed project would not reduce access to the existing bicycle routes along Illinois, Mariposa, Indiana, Mississippi Streets, or Terry A. Francois Boulevard, and these facilities would

be able to accommodate any potential increase in bicycle trips over time. This increase would not reach a level that would create potentially hazardous conditions for bicycles.

Under cumulative conditions, there is a projected increase in vehicles at intersections in the vicinity of the proposed project, which may result in an increase in vehicle-bicycle conflicts at intersections in the study area. Although there would be a general increase in vehicle traffic that is expected through the future 2040 cumulative conditions, the proposed project would not create potentially hazardous conditions for bicycles or otherwise interfere with bicycle accessibility to the project site and adjoining areas, or substantially affect nearby bicycle routes. Based on these findings, the proposed project, in combination with past, present and reasonably foreseeable developments in San Francisco, would result in less-than-significant cumulative impacts on bicyclists.

Loading

The proposed project would generate up to nine daily and one peak-hour deliveries. The project would provide a commercial loading zone consisting of two curbside loading spaces on the south side of the 19th Street extension within the project site, directly across from Building 109. This would meet the project demand for loading spaces and therefore would reduce the potential for double-parking of vehicles and/or conflicts between freight/delivery vehicles and other users of the roadway and adjacent sidewalk areas. Based on these findings, the proposed project's loading activities would not create potentially hazardous traffic conditions or significant delays affecting traffic, transit, bicycles or pedestrians, and the proposed project would have a less-than-significant loading impact.

To further reduce these less-than-significant loading impacts, Project Improvement Measure 3: Convert On-Street Parking Spaces and Install Freight/Delivery Loading Zone along Illinois Street is recommended to provide dedicated on-street area for freight/delivery activities and to avoid using other on-street parking spaces or double parking within travel lanes. Additionally, Project Improvement Measure 4: Coordination of Freight/Loading Activities is also proposed to enforce appropriate loading procedures to avoid any blockages along Illinois and 19th Streets during loading activities, reduce any potential conflicts between delivery vehicles and other users of adjacent roadway (e.g., bicyclists) and pedestrians walking along these adjacent streets, and to avoid scheduling loading activities during peak commute periods.

Loading impacts are by their nature localized and site-specific, and would not contribute to impacts from other development projects near the project site. As such, the proposed project would not result in loading impacts, as the estimated loading demand would be met at on-street parking spaces near the project site (as previously discussed) and in the event such spaces are not available, the improvement measures discussed above have been recommended to further reduce any potential on- or off-site loading impacts. Therefore, based on these findings, the proposed project, in combination with past, present and reasonably foreseeable developments in San Francisco, would result in less-than-significant cumulative loading impacts.

Emergency Access

The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles can access the project site from Illinois and 19th Streets immediately adjacent to the site, as is done under existing conditions. In addition, emergency vehicles would be able to access the site internally via the project's 19th Street

extension and Georgia Street. Furthermore, although the proposed project would generate additional traffic in the area, such an increase in vehicles would not impede or hinder the movement of emergency vehicles in the project area, for example from the neighboring fire stations (Fire Department Fire Station No. 25 or Fire Station No. 37). The proposed project would result in the extension of 19th Street, which would comprise two 12-foot-wide travel lanes, no on-street parking, and a total width of 26 feet curb-to-curb. The project's Georgia Street extension would include two 13-foot-wide travel lanes and no on-street parking. Both extensions would be able to accommodate emergency vehicles, including fire apparatus and trucks, police and ambulatory vehicles. Based on these findings, the proposed project's impact on emergency vehicle access would be less than significant.

Construction

Detailed plans for construction activities have not yet been finalized, but during the anticipated 28-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and construction activities associated with the proposed development.

Construction-related activities would typically occur Monday through Friday, and occasional Saturdays as required, and is not anticipated to occur on Sundays or major legal holidays. The hours of construction would be enforced by the Port of San Francisco, and the contractor would need to comply with the San Francisco Noise Ordinance, enforced by the SFPD, which permits construction noise seven days a week, between 7:00 a.m. and 8:00 p.m.

The proposed project would be constructed in two sequential phases. Phase 1 would occur over an estimated 16-month period and include demolition, export of soils, grading, importing of soils/materials, and hardscape construction and importing of concrete. Phase 2 would occur over an estimated 12-month period and include all of the same activities as Phase 1, with the exception of grading and exporting soils.

Construction activities would result in an increase in vehicle trips, including truck trips, and transport of construction equipment, machinery, and related materials over the 28-month construction period. Once transported, the majority of equipment would be stored on site and staging areas would also be located on site and not along any traffic or parking lanes on Illinois Street, 20th Street or any other nearby local street. In the event that any lanes (travel and parking) and/or sidewalks need to be temporarily closed, such closures are subject to review and approval by the Transportation Advisory Staff Committee (TASC) an interdepartmental committee, including the Police, Public Works, Planning, and Fire Departments and SFMTA Muni Operations. The construction management plan reviewed by the TASC would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. The project would be required to consult with SFMTA Muni Operations prior to construction to review potential effects on nearby transit operations.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the project site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. It is anticipated that a majority of the construction-related truck traffic would use I-80, I-280 and U.S. 101 to access the project site from the East Bay and South Bay. For access between the project site and the East Bay, trucks would be routed to the site from I-80 westbound to U.S. 101 southbound via the Cesar Chavez Street off-ramp and would return via the Cesar Chavez Street on-ramp to U.S. 101 and then

to eastbound I-80. For access between the project site and the South Bay, trucks would be routed from I-280 northbound to the site via the Mariposa Street off-ramp, and would return to I-280 southbound from the on-ramp at Mariposa Street. Trucks from the South Bay would also be routed to the site from U.S. 101 northbound via Cesar Chavez Street off-ramp and would return via the Cesar Chavez Street on-ramp to U.S. 101, trucks traveling along U.S. 101 would also merge onto I-280 and use the on- and off-ramps (as previously described) in order to access the project site.

It is anticipated that there would be an average of 15 construction workers per day at the project site, Monday through Friday between the hours of 7:00 a.m. and 3:00 p.m., for the duration of both construction phases. The trip distribution and mode split of construction workers are not known; however, construction workers would be encouraged to carpool or take public transportation and avoid parking their vehicles in and around the project site. It is also anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project.

The proposed project would generate a total of 3,605 truck trips (round trips) over the 28-month period. However, truck trips would be scheduled on a month-to-month basis, and the frequency and demand of truck trips would vary based on scheduled activities and daily progress during construction. At peak construction months, the proposed project is assumed to generate up to 12 trucks per day, which equates to about one truck trip per hour and would generate fewer truck trips per day during non-peak months of construction. It is further assumed that the peak construction period would occur over a sequential 5-month period during Phase 1 of construction and the prior months and months after the peak period would require fewer truck trips (about an average of 4 truck trips per day, or one truck trip every 3 hours per day).

Assuming that all construction workers would commute to/from the project via private automobile, the proposed project would generate a total of 27 round trips per day (15 construction worker trips and 12 truck trips) during peak construction months, and would average about 19 round trips per day (15 construction worker trips and 4 truck trips) during non-peak months of construction. Based on these estimates, the proposed project would not generate a substantial amount of new vehicle trips nor would these trips occur during typical peak commute periods each day.

The construction contractor would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets*, (the "Blue Book"), and would be required to meet with Muni, SFMTA Sustainable Streets, and other responsible city agencies to determine feasible traffic management measures to reduce traffic congestion during construction of this project and other nearby projects, as appropriate.

For the reasons above and as construction-related impacts are temporary and limited in duration, the proposed project would result in less-than-significant construction-related transportation impacts.

While construction related impacts would be less than significant, improvement measures could be implemented to further reduce these less-than-significant impacts. Project Improvement Measure 5: Construction Truck Deliveries During Off-Peak Periods and Project Improvement Measure 6: Construction Management Plan, which would further minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak commute periods, require coordination with SFMTA, the

Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers. Implementation of these improvement measures would not have any additional transportation-related impacts.

The construction of the proposed project may overlap with the construction of other projects. As a result, construction activities associated with these other projects would affect access, traffic, and pedestrians on streets used as access routes to and from the project sites (e.g., Illinois Street, Third Street, 20th Street, Cesar Chavez Street, etc.). Overall, localized cumulative construction-related transportation impacts could occur as a result of future, foreseeable projects that generate increased traffic at the same time and on the same roads as the proposed project. As discussed above, the Project Sponsor would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian/bicycle movements adjacent to the construction area for the duration of construction overlap. Per the construction project improvement measures discussed above, the construction manager for each individual project would work with the various departments of the City to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control and pedestrian movement adjacent to the construction area for the duration of any overlap in construction activity. These improvement measures would further reduce the proposed project's less-than-significant impacts related to potential conflicts between construction activities and pedestrians, transit, and autos, including construction truck traffic management, project construction updates for adjacent businesses and residents, and carpool and transit access for construction workers. Therefore, based on these findings, the proposed project, in combination with past, present, and reasonably foreseeable developments in San Francisco, would result in a less-than-significant cumulative construction-related transportation impact.

Parking

On an average weekday, the demand for parking would be for 46 spaces. The proposed project would provide 25 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 21 spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City’s “Transit First” policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City’s Transit First Policy, established in the City’s Charter Article 8A, Section 8A.115, provides that “parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

For the above reasons, the proposed project would not result in significant transportation impacts that were not identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and in conflicts between noise-sensitive uses, such as housing, in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern

Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would include pile driving to construct new pile-supported look out piers at the project site so Mitigation Measures F-1 (Project Mitigation Measure 3) and F-2 (Project Mitigation 4) would apply.

In addition, all construction activities for the proposed project (approximately 16 months for Phase I and 12 months for Phase II) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

The Port Engineering Division is responsible for enforcing the Noise Ordinance for projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 28 months (approximately 16 months for Phase I and 12 months for Phase II), occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2, which would reduce construction noise impacts to a less than significant level.

Eastern Neighborhoods PEIR Mitigation Measures F-3 and F-4 require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn). The proposed project would not include any noise-sensitive uses, thus PEIR Mitigation Measures F-3 and F-4 would not apply.

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. The proposed project would not double traffic volumes in the project vicinity which would be necessary to produce an increase in ambient noise levels perceptible to most people (3 decibel increase).¹⁹ Additionally, while the proposed project would re-route BAE Shipyard traffic from 20th Street to the 19th Street extension, the transportation study indicates that

¹⁹ CHS Consulting, 19th Street Extension/Crane Cove Park Project Transportation Impact Study, October 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

the level of truck activity would not be substantial on a given day (e.g., about one truck trip per hour). Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. It is not anticipated that the proposed park uses would generate noise levels in excess of ambient noise, thus PEIR Mitigation Measure F-5 would not apply.

As discussed above, the Mission Bay Loop project would provide turn-around capabilities for the T Third light rail via a connection trackway from Third Street to 18th, 19th, and Illinois Streets. The existing light rail trackway on 18th and 19th Streets between Third and Illinois Streets would be extended to Illinois Street in order to complete the loop. An Environmental Impact Statement and Environmental Impact Report (EIS/EIR) was prepared and approved by the Federal Transit Authority (FTA) in 1999 and as an update to the prior evaluation, an Environmental Assessment (EA) was prepared in May 6, 2013. The EA indicated that the increase in both day-night average and peak hour average noise levels on nearby residences from operation of the Loop would be less than one decibel. Further, the noise contribution of six to eight light rail vehicles during peak commute hours would not significantly elevate existing noise levels. The FTA identified no substantial adverse effects associated with the project and issued a Findings of No Significant Impact (FONSI) on June 30, 2013.²⁰

Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses. The proposed project would not include any noise-sensitive uses, thus PEIR Mitigation Measure F-6 would not apply.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 12e and f from the CEQA Guidelines, Appendix G is not applicable.

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR.

²⁰ Mission Bay Loop information is available online at: <http://www.sfmta.com/projects-planning/projects/mission-bay-loop>; accessed October 5, 2015.

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²¹ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, PEIR Mitigation Measure G-2 addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

²¹ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone²², carbon monoxide (CO), particulate matter (PM)²³, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment²⁴ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.²⁵

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."²⁶ The Bay Area Air Quality Management District (BAAQMD) prepared updated *2011 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines),²⁷ which provided new methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants that the SFBAAB is in non-attainment. These thresholds of significance are used by the City. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during operation of the proposed project would meet the Air Quality Guidelines screening criteria (2613

²⁶ San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²⁷ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3..

acres). Therefore, the project would not have a significant impact related to operational criteria air pollutants, and a detailed air quality assessment for operation of the proposed project is not required.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 28-month period. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an Air Quality Memorandum.²⁸ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 210 working days. As shown in Table 4, project construction emissions would be below the thresholds of significance. Therefore, the portions of Eastern Neighborhoods PEIR Mitigation Measure G-1 related to emissions exhaust by requiring engines to meet higher emission standards on certain types of construction equipment would not apply.

Table 4: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Project Emissions	5.4	43.9	2.1	2.0
Significance Threshold	54.0	54.0	82.0	54.0

Emissions over threshold levels are in **bold**.

Source: BAAQMD, 2011; San Francisco Planning Department, 2015.

The proposed project is subject to the San Francisco Clean Construction Ordinance which would require the project construction activities to utilize only off-road equipment and off-road engines fueled by biodiesel fuel grade B20 and utilize only off-road equipment that either meets or exceeds Tier 2 standards for off-road engines or operates with the most effective Verified Diesel Emission Control Strategy (VDECS). Adherence to the requirements of the Clean Construction Ordinance would further reduce project emissions. Therefore, construction air quality emissions impacts would be less than significant.

Health Risk

Since certification of the PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects

²⁸ San Francisco Planning Department, Air Quality Memorandum for Crane Cove Park, August 26, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2015-001314ENV.

within the Air Pollutant Exposure Zone require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting Sensitive Land Uses

The proposed project would include development of a new park, 19th Street extension, Georgia Street, and Illinois Street improvements, and is not considered a sensitive land use for purposes of air quality evaluation. Therefore, PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project, and there would be no impact related to siting of new sensitive land uses.

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. With the proposed 19th Street Extension all BAE truck traffic would be rerouted to use the 19th Street extension into the site from Illinois Street. Based on the information provided by the Port of San Francisco, on a typical weekday there are approximately 12 to 28 trucks that travel to/from the BAE facility. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Conclusion

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from the Eastern Neighborhoods Area Plans under the three rezoning options. The Eastern Neighborhoods Rezoning

Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E²⁹ per service population,³⁰ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy³¹, which is comprised of regulations that have proven effective in reducing San Francisco’s overall GHG emissions; GHG emissions have measurably been reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.³² Other existing regulations, such as those implemented through Assembly Bill (AB) 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on greenhouse gas emissions beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed project would not involve the development of new buildings or any new structures 80 feet or taller at the project site. While Crane 14 would be moved north, the crane is not a solid mass and wind would be able to pass through it. For the above

²⁹ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

³⁰ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

³¹ San Francisco Port, Compliance Checklist Table for Greenhouse Gas Analysis: Table 2 Municipal Projects for Crane Cove Park, July 21, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

³² Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude that the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would not involve the development of new buildings or any new structures above 40 feet in height at the project site and therefore, would not have the potential to cast new shadows.

For the above reasons, the proposed project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR.

The proposed project includes the construction of a new park and thus would not have the potential to degrade existing recreational facilities. Additionally as it is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population resulting from implementation of the Area Plans would not result in a significant impact on the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes City-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned

improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
11. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population resulting from implementation of the Area Plans would not result in a significant impact to public services , including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans and would not provide additional residential uses within the Plan Area, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan Area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within Central Waterfront Plan Area of the Eastern Neighborhoods Area Plans. The proposed improvements are located in a developed industrial setting, where there is little potential to affect terrestrial special-status species (i.e. terrestrial species that are state or federally designated as candidate, threatened, endangered, protected, or species of special concern).³³ The American Kestrel (*falco sparverius*), sometimes colloquially known as the sparrow hawk, and the Townsend’s big-eared bat (*corynorhinus townsendii*) are terrestrial special status species identified as having a low potential of being present within vacant buildings proposed to be demolished. While the potential for the American Kestrel and Townsend’s big-eared bat to be present at the project site is very low, the Port’s standard construction practice is to survey all buildings or portions of buildings slated for demolition or substantial disturbance to identify nesting habitat, or in the case of abandoned buildings, potential roosting habitat, prior to demolition. Additionally, the American Kestrel is protected by the Migratory Bird Treaty Act of 1918 (MBTA) and California Fish and Game Code (CFGC) Section 3503 prohibits destruction of the nests or eggs of most native resident and migratory bird species. Section 3503.5 of the CFGC specifically prohibits the taking of hawks or destruction of their nests or eggs. Thus, any potential impacts to these species would be less-than-significant by conformance with existing laws and Port construction practices.

³³ San Francisco Port, Biological Resources, Crane Cove Park Project Area, Pier 70, Port of San Francisco, September 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

While there is little potential to impact terrestrial special-status species, some construction activities in and over-water could affect fish habitat or special-status species, as the proposed project would involve construction of three new pile-supported piers and a new shoreline area. California Central Valley and Central California Coast steelhead, Chinook Salmon, and Green sturgeon are federally designated as threatened or endangered (depending on the specific population), and either migrate through, or in the case of the Green sturgeon, reside in San Francisco Bay. Longfin Smelt ranges throughout San Francisco Bay and is listed as a candidate species under the federal Endangered Species Act. San Francisco Bay is deemed Essential Fish Habitat by the Magnusson-Stevens Fishery Conservation and Management Act for federally managed fisheries, including Pacific Groundfish, Coastal Pelagic Fish, and Pacific Coast Salmon. In San Francisco Bay, Pacific herring and Dungeness crab are managed as commercial fisheries by the California Department of Fish and Wildlife.

In response, the Port has standard construction specifications for in-water work that apply to construction, maintenance, and/or repair activities conducted by contractors or Port staff to prevent adverse impact to marine life. Such measures include seasonal restrictions on work in-water to avoid fish migration and spawning seasons (work may proceed during June 1 through November 30), procedures to reduce underwater noise from pile-driving (i.e., vibratory pile-driving, “soft start” method, bubble curtain for noise abatement as needed) that may impact fish or marine mammals, measures to reduce turbidity resulting from in-water construction activity, and measures to prevent water quality or other impacts from upland construction (i.e. stormwater pollution and prevention plans, erosion control plans, hazardous materials management plans, restrictions on maintenance and fueling of construction vehicles and equipment).

The Port would be required to implement these and any other applicable measures specified by the National Marine Fisheries Service to ensure that in-water construction would not adversely affect species regulated under the federal Endangered Species Act or their critical habitat¹⁸ and would comply with California Department of Fish and Wildlife guidelines for work during Pacific herring spawning season.¹⁹ As part of the Crane Cove Park project, the Port will implement all applicable components of its standard construction specifications for work in water, the above-referenced resource agency guidelines, and any additional measures that emerge from the project construction permitting process with resource agencies.

As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Plans would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

A geotechnical investigation was prepared for the proposed project³⁴ and includes information gathered from data review, site reconnaissance, field exploration, and laboratory testing. The project site is underlain by artificial fill placed seaward of the historic shoreline. Fill was placed on top of younger bay mud and a majority of fill was placed from the late 1800s to the early 1900s. The original shoreline was comprised of serpentine bluffs overlooking mud flats that extended into San Francisco Bay. Two soil borings at the project site up to the depths of 88 and 60.5 feet below ground surface (bgs) encountered artificial fill, underlain by younger bay mud and then older bay mud and bayside deposits, further underlain by bedrock. Groundwater was measured at depths of approximately 9 and 6.5 feet bgs; however variations in groundwater are anticipated due to the variations of the water level in San Francisco Bay.

³⁴ AGS, Preliminary Geotechnical Study Report Pier 70 Crane Cove Park March 2015 and Draft Geotechnical Study Report Pier 70 Crane Cove Park Phase II May 2014. These documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone; therefore the potential for seismic surface ruptures is low. The project site is located within a liquefaction zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco. The project site is in an area that would be exposed to strong ground shaking in the event of an earthquake. According to the geotechnical report, the major geotechnical factors that affect the project site are the presence of uncontrolled fill materials, highly compressible younger bay mud clays, and potentially liquefiable soils above and below the young bay mud layer. The existing very loose to medium dense upper sandy and gravelly fill materials and loose to medium dense sands below the young bay mud at the site have high liquefaction potential when subjected to significant earthquake shaking. Therefore, the geotechnical report recommends a soil improvement program that could include vibro-replacement stone columns and/or grouting techniques that could reduce liquefaction potential at the project site. Alternatively, the existing structures and the proposed overlook piers may be founded on a new deep foundation system, such as cast-in-drilled-hole piles. Additional improvements include replacement of uncontrolled fill material with structural fill materials to support the slab-on-grade concrete platforms, pedestrian paths, and the new street extensions; the design of the new street extensions in accordance with the latest Caltrans standard specifications and procedures; reducing potential differential settlement; and new retaining walls. As part of the proposed project, the existing cove in the northern shoreline would be removed and a crescent shaped sloped beach would be constructed in that area. The sloped area would be covered with rip rap which would keep the erodible soils from the Bay's tidal forces due to the wave action of the Bay.

The project sponsor would be required to adhere to the San Francisco Port Building Code, which specifies seismic design parameters for the design of earthquake-resistant structures and would minimize the potential for structural damage from earthquakes. The geotechnical report concludes that the project site is suitable for the proposed project improvements with incorporation of the report's recommendations.

The project would be required to conform to the San Francisco Port Building Code, which ensures the safety of all Port sponsored construction within Port jurisdiction, and which is enforced by the Port of San Francisco Engineering Division (Port Engineering Division). The final plans will be reviewed by the Port Engineering Division to ensure compliance with all applicable Port Building Code provisions regarding structural safety. The above-referenced geotechnical investigation report would be available for use by the Port Engineering Division during its review of building permits for the site. In addition, Port Engineering Division could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed. The Port Engineering Division requirement for a geotechnical report and review of the building permit application pursuant to Port Engineering Division's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population resulting from implementation of the Area Plans would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows, flooding and inundation by seiche or tsunamis. No mitigation measures were identified in the PEIR.

The majority of the project site is paved, with existing buildings scattered throughout the site. Areas not paved or covered with buildings are those with compacted, poor quality fill (soil or debris) and/or areas with weedy landscaping. The proposed project would include the installation of several multi-purpose

lawn areas which would increase the pervious area at the project site. Thus the proposed project would not increase stormwater runoff.

A portion of the project site is in a special flood hazard area identified on San Francisco’s Interim Floodplain maps.³⁵ The City of San Francisco has a Floodplain Management Program (San Francisco Administrative Code, Chapter 2A, Article XX) which includes provisions for flood hazard reduction for all new and substantially improved structures within the special flood hazard area. The Floodplain Management Program includes construction standards such as adequate anchors for structures and use of materials resistant to flood damage, which would minimize flood damage. The proposed project would comply with these requirements. Additionally, the proposed project’s design would adapt to potential flooding.³⁶ The grade of the upland area, which includes buildings that would be rehabilitated for ancillary park uses, would be raised to provide protection from future water inundation. Additionally, some areas of the park, such as the shoreline and Slipway 4, would be designed to be inundated under higher sea level conditions. Thus, the project would result in less than significant impacts related to flooding.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³⁵ City and County of San Francisco, San Francisco Interim Floodplain Map Citywide, Final Draft July, 2008. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

³⁶ Port of San Francisco, Pier 70 Crane Cove Park – Sea Level Rise/Flooding Adaptation, June 30, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project’s rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PIER include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials (Project Mitigation Measure 5), as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of existing buildings, Mitigation Measure L-1 (Project Mitigation Measure 5) would apply to the proposed project. See full text of Mitigation Measure L-1 in the Mitigation Measures Section below.

Soil and Groundwater Contamination

Due to its location in an area of known bay fill and industrial land use at the site, the project is subject to Article 22A of the San Francisco Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance applies to projects that

will disturb 50 cubic yards or more and requires the project sponsor to retain the services of a qualified professional to prepare a Site History Report that meets the requirements of Health Code Section 22.A.6. If it is determined that the project will trigger applicability of the Maher Ordinance, the extent to which work completed to date fulfills the requirements of the ordinance will be evaluated in consultation with DPH.

The Site History Report required by the Maher Ordinance would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor could be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. The Port has already completed an extensive investigation of the entire Pier 70 site within which the proposed project is located. The Site Investigation Reports^{37,38} fulfill the requirement for a Site History Report under Health Code Article 22A, and completed sampling and analysis that would typically be performed to meet the soil characterization requirements of Article 22A.

Pier 70 is like many areas along San Francisco's waterfront that are comprised primarily of fill material. Pier 70 soil contains naturally occurring metals and asbestos (NOA) as well as heavy hydrocarbons typical of bayshore fill material. Soil throughout the site contains polycyclic aromatic hydrocarbons (PAHs), metals and/or total petroleum hydrocarbons (TPH) at concentrations exceeding Cleanup Levels. Polychlorinated biphenyls (PCBs) are present at concentrations above risk-based screening levels at the project site. In addition to the aforementioned components, shallow sediment within the offshore area also contains dioxins and furans.

Based on the findings of the site investigations, a Feasibility Study and Remedial Action Plan (FS/RAP) was developed for the upland area, in accordance with methodology specified by applicable Federal and State regulatory guidance and with oversight by the Regional Water Quality Control Board (Water Board) and DPH. The FS/RAPs identifies the preferred remedy to protect human health and the environment and allow the reuse of the property.

The final FS/RAP document for the upland area was published on May 31st, 2012³⁹ and approved by the Water Board on August 9th, 2012. The FS/RAP document for the intertidal areas is currently being drafted and would subsequently be reviewed by the Water Board.⁴⁰ In summary, the remedy includes engineering controls and institutional controls that will reduce the exposure of human and ecological receptors to residual contaminants of concern in the soil, soil gas, and groundwater beneath the project site. The following components comprise the remedy: installation of durable covers; long-term monitoring, maintenance and repair of durable covers; and institutional controls.

³⁷ Treadwell & Rollo, Environmental Site Investigation Report Pier 70 Master Plan Area San Francisco, California, January 13, 2011. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

³⁸ Treadwell & Rollo, Site Investigation Pier 70 Northeastern Shoreline San Francisco California, January 21, 2008. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

³⁹ Treadwell & Rollo, Feasibility Study and Remedial Action Plan Pier 70 Master Plan Area San Francisco, California, May 2012. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

⁴⁰ Carol Bach, San Francisco Port, Email correspondence with Melinda Hue, Environmental Planner, July 9, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

Installation of durable covers over site soil and shoreline revetment (where needed) would provide a physical barrier against the exposure of human and ecological receptors to contaminants of concern in soil, including metals, PAHs, petroleum hydrocarbons, and PCBs. Acceptable durable covers may include: new or existing building foundations; new or existing streets and sidewalks; new or existing hardscapes or paved parking areas; new landscaping on clean imported soil over a demarcation layer; six inches of gravel over demarcation layer or geotextile; and shoreline revetment or other shoreline improvements, such as a placement of a cap consisting of geotextile, bedding material or activated carbon, and armor stone. The durable covers would need long-term monitoring, maintenance, and repair and would be conducted in accordance with the Operation and Maintenance Plan in the FS/RAP. Institutional controls would include land use and activity restrictions to prevent or minimize exposure to contaminated soil and soil vapor, and to prevent or minimize exposure to impacted groundwater by restricting activities related to groundwater.

Currently, the project site includes existing durable cover or hardscape of several types. The existing hardscape at Pier 70 is considered acceptable and conforms with the requirements of a durable cover discussed in the FS/RAP. In some portions of the project site native soil is exposed and acceptable durable cover is not yet present. The proposed project would result in the installation of acceptable durable cover including the rehabilitation of existing buildings, installation of new streets, sidewalks, asphalt, concrete pavement, hardscape, and installation of areas with clean fill underlain by a demarcation layer to identify native soil. Certain shoreline areas may have a rock revetment or other shoreline strengthening measures installed for stabilization and erosion control. Such shoreline improvements would be designed to prevent erosion of contaminated soil into the Bay.

Following the FS/RAP, a draft Risk Management Plan (RMP) was prepared for agency (Water Board and Department of Public Health), stakeholder, and public review, and a final draft RMP was submitted to the Water Board in July 2013. The Water Board approved that draft as the final RMP on January 24, 2014.⁴¹ The RMP presents a decision framework and specific protocols for managing chemicals in soil and groundwater within the Pier 70 area, including the project site, to protect human health and the environment. It provides specifications and details on how risk would be managed during future construction, operation, and maintenance, including ground disturbing activity notification and reporting; access control; requirements for existing or durable disturbing activities; soil management protocols such as soil stockpile management, soil import criteria, dust control plan, construction stormwater management, and off-site soil disposal; unanticipated conditions response protocol; and groundwater management protocols. The draft FS/RAP for the proposed project's intertidal areas specifies that work along the shoreline be conducted in accordance with the provisions of the Risk Management Plan.

For the reasons above, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

⁴¹ Treadwell & Rollo, Pier 70 Risk Management Plan Pier 70 Master Plan Area San Francisco, California, July 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

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16. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

MITIGATION AND IMPROVEMENT MEASURES

Mitigation Measures

Project Mitigation Measure 1: Archeological Monitoring (Mitigation Measure J-2 in the Eastern Neighborhoods PEIR)

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁴² associated with descendant Native Americans or the Overseas Chinese an appropriate representative⁴³ of the descendant

⁴² By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁴³ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County

group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant shall prepare an Archeological Monitoring Plan to direct the monitoring program to be approved by the ERO reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific

analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation 2: Traffic Signal Installation (Mitigation Measure E-1 in the Eastern Neighborhoods PEIR)

To mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, an upgraded traffic signal would need to be installed at this intersection. With this new signal, the average vehicle delay would decrease, and the intersection would operate at LOS F during the weekday PM peak hour and LOS D during the weekday MID peak hour. The LOS F condition is due to a number of proposed developments in the immediate vicinity of this intersection, most noticeably at Pier 70, that would contribute to growth in future traffic volumes and increased delays. Installation of a traffic signal at the intersection of 20th and Illinois Streets could be linked to these and other proposed development projects.

The project sponsor shall pay their fair share contribution to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets. The amount and schedule for payment of the proposed project's fair share contribution to the mitigation shall be determined by SFMTA.

Project Mitigation Measure 3: Construction Noise (Mitigation Measure F-1 Construction Noise in the Eastern Neighborhoods PEIR)

For subsequent development projects within proximity to noise-sensitive uses that would include pile-driving, individual project sponsors shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Project Mitigation Measure 4: Construction Noise (Mitigation Measure F-2: Construction Noise in the Eastern Neighborhoods PEIR)

Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 5: Hazardous Building Materials (Mitigation Measure L-1 Hazardous Building Materials in the Eastern Neighborhoods PEIR)

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Improvement Measures**Project Improvement Measure 1: Monitoring and Abatement of Queues**

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking

occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

Project Improvement Measure 2: Installation of Traffic Calming Devices at Parking Lot Exiting Lane

It shall be the responsibility of the owner/operator to install appropriate traffic calming devices (e.g., speed bump, rumble strips, "slow speed" signage, etc.) at the exiting travel lane along the garage driveway to reduce vehicle speeds of exiting vehicles traveling out of the parking lot and to further reduce and/or eliminate potential vehicle-pedestrian conflicts.

Project Improvement Measure 3: Convert On-Street Parking Spaces and Install Freight/Delivery Loading Zone along Illinois Street

To reduce the potential for parking of freight/delivery vehicles within the travel lane adjacent to the curb lane on Illinois or 19th Street (in the event that the on-street parking spaces are occupied), the Project Sponsor should seek approval from the SFMTA to convert two (2) regular, on-street parking spaces to yellow-striped loading parking spaces. The location of these two spaces shall be located along the east side of Illinois Street, adjacent to the project site.

Project Improvement Measure 4: Coordination of Freight/Loading Activities for Park and Park Related Retail

To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Illinois or 19th Street or during peak commute periods (between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m.), freight/loading activities shall be scheduled and coordinated through Port of San Francisco staff and shall be restricted to occur between the hours of 9:00 a.m. and 4:00 p.m., and no deliveries shall occur between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m.

The Project Sponsor shall enforce strict truck size regulations for use of the on-street loading spaces in the proposed freight/delivery loading area. Truck lengths exceeding 40 feet shall be prohibited from entering the loading zone and shall utilize other on-street parking spaces, if available. The Project Sponsor shall notify Port of San Francisco staff, and café tenants of imposed truck size limits in the proposed freight loading area.

In the event freight/delivery vehicles exceed the 40-foot length and are in need to occupy the recommended on-street loading space (see improvement measure above), appropriate traffic control measures shall be enforced to avoid and/or eliminate any conflicts with moving vehicles or other users along Illinois Street or sidewalk areas adjacent to the project site. Such measures shall include but not limited flaggers, cones, and signage to notify drivers and others of freight/delivery activities.

Project Improvement Measure 5: Construction Truck Deliveries During Off-Peak Periods

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

Project Improvement Measure 6: Construction Management Plan

In addition to items required in the Construction Management Plan, the project sponsor shall include the following:

- Carpool and Transit Access for Construction Workers – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.
- Project Construction Updates – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.