



SAN FRANCISCO PLANNING DEPARTMENT

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

Date: November 1, 2017
Case No.: 2017-011878ENV
Project Title: **Potrero Power Station Mixed-Use Development Project**
Zoning: M-2 (Heavy Industrial) and
PDR 1-G (Production, Distribution and Repair - General)
40-X and 65-X Height District
Block/Lot: Assessor's Block 4175/Lot 002, Block 4175/Lot 017, Block 4175/Lot 018,
Block 4232/Lot 001, Block 4232/Lot 006; and non-assessed Port and
City/County of San Francisco properties
Lot Size: Approximately 29.0 acres (1,262,300 square feet)
Project Sponsor: California Barrel Company LLC
Erin Epperson - (415) 796-8945
e2@associatecapital.com
Lead Agency: San Francisco Planning Department
Staff Contact: Melinda Hue – (415) 575-9041
melinda.hue@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

The San Francisco Planning Department has prepared this Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in connection with the project listed above. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The San Francisco Planning Department is issuing this NOP to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR. This NOP is also available online at: <http://sf-planning.org/environmental-impact-reports-negative-declarations>. The Planning Department also hereby gives notice of a public scoping meeting on this project.

PROJECT OVERVIEW

The Potrero Power Station Mixed-Use Development project (proposed project) is located on an approximately 29.0-acre site along San Francisco's central bayshore waterfront, encompassing the site of the former Potrero Power Plant that closed in 2011. California Barrel Company LLC, the project sponsor, seeks to redevelop the site for a proposed multi-phased, mixed-use development, and activate a new waterfront open space.

The proposed project would rezone the site, establish land use controls, develop design standards, and provide for development of residential, commercial [including office, research and development (R&D)/life science, retail, hotel, and production, distribution, and repair (PDR)], parking, community facilities, and open space land uses. **Figure 1** shows the project location.

www.sfplanning.org

The proposed project would include amendments to the General Plan and Planning Code, creating a new Potrero Power Station Special Use District (SUD). The proposed rezoning would modify the existing height limits of 40 and 65 feet to various heights ranging from 65 to 300 feet.

Overall, the proposed project would construct up to approximately 5.3 million gross square feet (gsf), of uses, including between approximately 2.4 and 3.0 million gsf of residential uses (about 2,400 to 3,000 dwelling units), between approximately 1.2 and 1.9 million gsf of commercial uses (office, R&D/life science, retail, hotel, and PDR), approximately 925,000 gsf of parking, and approximately 100,000 gsf of community facilities. Most new buildings would range in height from 65 to 180 feet, with one building at 300 feet. Approximately 6.3 acres would be devoted to publicly accessible open space. A more detailed breakdown of proposed land uses is described below under *Project Characteristics and Components*.

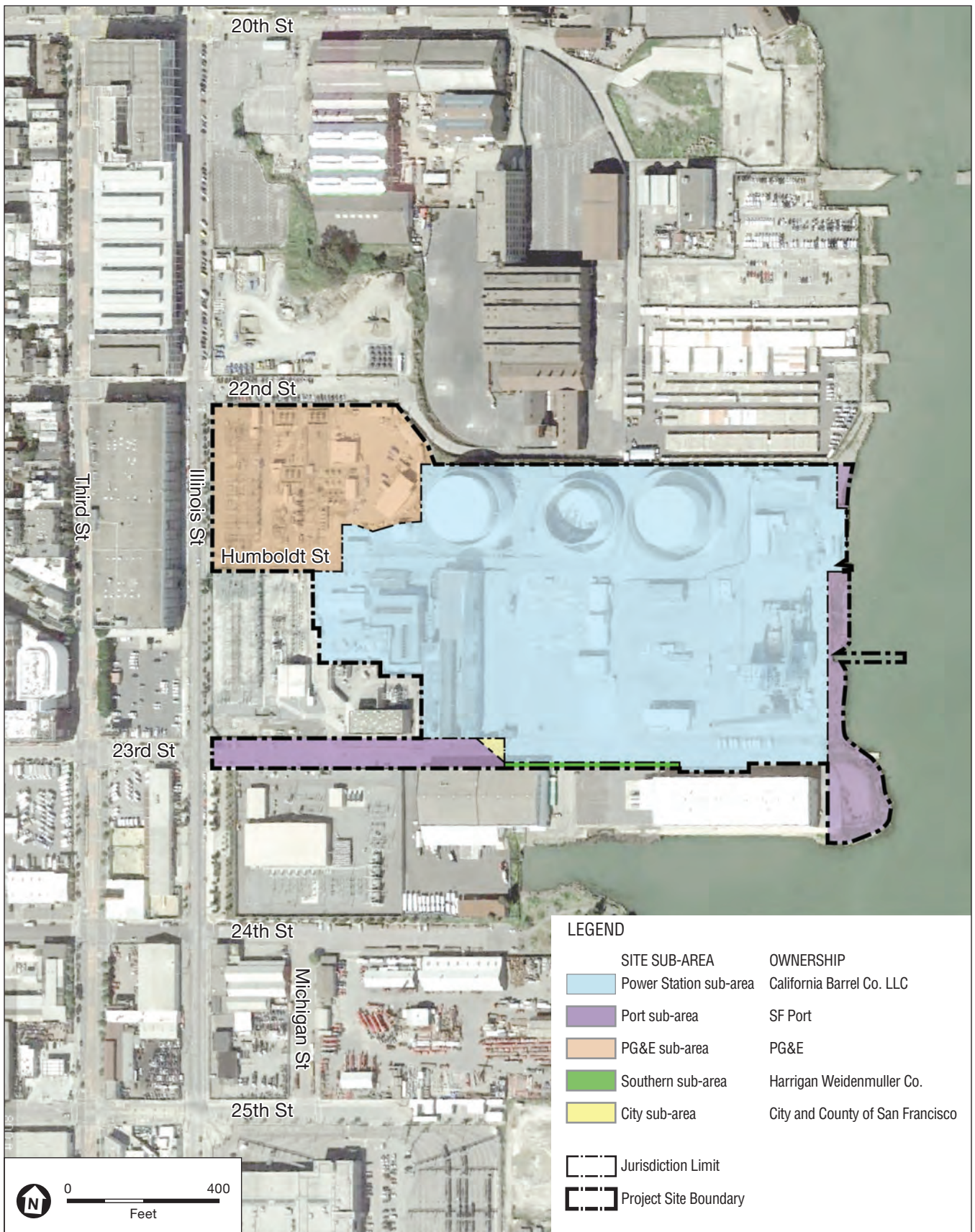
The proposed project would include transportation and circulation improvements, shoreline improvements, and utilities infrastructure improvements. Transportation and circulation improvements include creating a continuous street network, connecting to the Pier 70 Mixed-Use District Project directly north of the project site, new bus stop and shuttle service that the project would provide, and installation of traffic signals at the intersections of Illinois Street at 23rd and Humboldt Streets. The roadway network would be designed to be accessible for all modes of transportation, including vehicular, bicycle and pedestrian improvements. In addition to waterfront parks, proposed shoreline improvements could include construction of a floating dock extending out and above the tidal zone to provide access from the site to the bay for fishing and recreational watercraft. The proposed project would construct infrastructure and utilities improvements, including potable and emergency water and recycled water distribution; wastewater and stormwater collection; and natural gas and electricity distribution.

Project construction would likely occur in seven overlapping phases, with each phase lasting approximately three to six years. The first phase of construction is anticipated to start on the southeast portion of the project site and the last phase of construction would end in the northwest portion of the project site. Total construction is estimated to occur over a 16-year period, from 2020 to 2036, but could occur over a somewhat longer or shorter period, depending on market conditions and permitting requirements.

PROJECT LOCATION

The project site is generally bounded by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south, and Illinois Street to the west. The approximately 29.0-acre site is comprised of the following five sub-areas, shown in **Figure 2** and described below:

- **Power Station sub-area**—approximately 21.0 acres, currently owned by the project sponsor. This site includes a large portion of the site of the former power station formerly owned and operated by the Pacific Gas & Electric Company (PG&E) and by NRG Potrero LLC and their predecessors.
- **PG&E sub-area**—approximately 4.8 acres owned by PG&E, located in the northwest corner of the project site, and also a portion of the site of the former power station.
- **Port sub-area**—approximately 2.9 acres owned by the City and County of San Francisco (the City) through the Port of San Francisco (Port), consisting of three noncontiguous areas. The largest area is 1.6 acres located between the Power Station sub-area and the bay; the second largest is 1.3 acres along 23rd Street between the Power Station site and Illinois Street; and the smallest piece is less than one tenth of an acre on the northeast corner of the site next to the bay.



SOURCE: Perkins+Will, 2017

Potrero Power Station Mixed-Use Development Project

Figure 2
Project Site Sub-Areas and Ownership

- *Southern sub-area*—approximately 0.2 acres owned by Harrigan Weidenmuller Company, located south of the Power Station sub-area along 23rd Street.
- *City sub-area*—The City owns a triangular-shaped area less than one tenth of an acre between the Power Station and Port sub-areas along 23rd Street.

The project sponsor has received letters of authorization from the City, Port, PG&E and Harrigan Weidenmuller Company to study the project on their respective properties.

EXISTING LAND USES AND SITE HISTORY

Existing Site Characteristics and Adjacent Uses

Existing structures at the project site consist primarily of vacant buildings and facilities, as shown in **Figure 3**. The project site currently has little vegetation other than occasional ruderal weeds and unmaintained landscaping. Current uses on the Power Station sub-area include warehouses, parking, vehicle storage, and office space. Twenty-four structures remain on the site associated with the former power plant. The most prominent structures on the project site are the Unit 3 power block (including a 120-foot tall steel frame boiler structure and 40-foot tall turbine-generator-condenser structure, see Figure 3, Building Key No. 25) and the four-story concrete control room building (Key No. 22); the adjacent 300-foot tall concrete boiler exhaust stack (the “Stack” – Key No. 23); and the Station A buildings (including the four-story unreinforced masonry turbine hall building, see Key No. 16) and adjoining concrete with brick façade switching center building (see Key No. 15).

Although shown on Figure 3, the three large fuel oil storage tanks in the Power Station sub-area (see Key No. 6) were demolished in mid-2017 and are no longer present. PG&E is currently performing remediation of contaminants at the Power Station sub-area, as discussed further below under *Summary of Site Conditions*.

The PG&E sub-area is currently used by PG&E for storage and construction staging. It also houses power transmission equipment. The sections of the Port sub-area on the east side of the project site consist primarily of vacant land with unmaintained landscaping surrounded by a fence, rip rap, and some shoreline improvements. The sections of the Port and City sub-areas in the south portion of the project site, and privately-owned Southern sub-area, are currently part of 23rd Street and are paved.

The project site is located within the Central Waterfront neighborhood.¹ Adjacent land uses in the general vicinity of the project site consist primarily of industrial, warehouse, and vacant uses. Directly to the north of the project site is the 35-acre Pier 70 Mixed-Use District Project, which is currently proposed for rehabilitation and redevelopment. This area consists of historic shipyard property that is now used for a variety of temporary uses, including event venues, artist studios, storage, warehouse, parking, recycling yard, and office space. The Pier 70 Mixed-Use District Project has been approved for development of up to approximately 5.3 million gsf of residential, commercial, retail/arts/light-industrial, and open space uses and improvements to existing structures; construction is planned to occur over several development phases from 2018 through 2029. San Francisco Bay lies directly east of the project site, with the site located along the central waterfront between

¹ The Central Waterfront neighborhood includes all of the Dogpatch neighborhood and the eastern portion of the Potrero Hill neighborhood.



SOURCE: Perkins+Will, 2017

Potrero Power Station Mixed-Use Development Project

Figure 3
Existing Structures on Project Site

Piers 70 and 80. To the south of the project site, across 23rd Street, are commercial warehouse uses, including DHL Express and SF Storage, and the PG&E Transbay Cable converter station. Farther to the south, and along the bay shore is Warm Water Cove Park. To the west of the project site, across Illinois Street from the PG&E sub-area, is the American Industrial Center, a large, multi-tenant light industrial building. Adjacent to the project site to the west of the Power Station sub-area is PG&E's Potrero Substation, a functioning high-voltage transmission substation serving San Francisco. Farther west beyond the American Industrial Center are the residential areas of the Potrero Hill and Dogpatch neighborhoods. The nearest existing residential uses are located on Third Street west of the project site.

Zoning and Land Use Designations

Zoning and Height and Bulk Districts. The Power Station sub-area is zoned M-2 (Heavy Industrial) and located in a 40-X Height and Bulk District. The Port sub-area is zoned M-2 (Heavy Industrial) and PDR-1-G (Production, Distribution and Repair – General) and is located in a 40-X Height and Bulk District. The PG&E sub-area is zoned M-2 (Heavy Industrial) and located in the 40-X and 65-X Height and Bulk Districts. **Figure 4** shows the existing zoning at the project site.

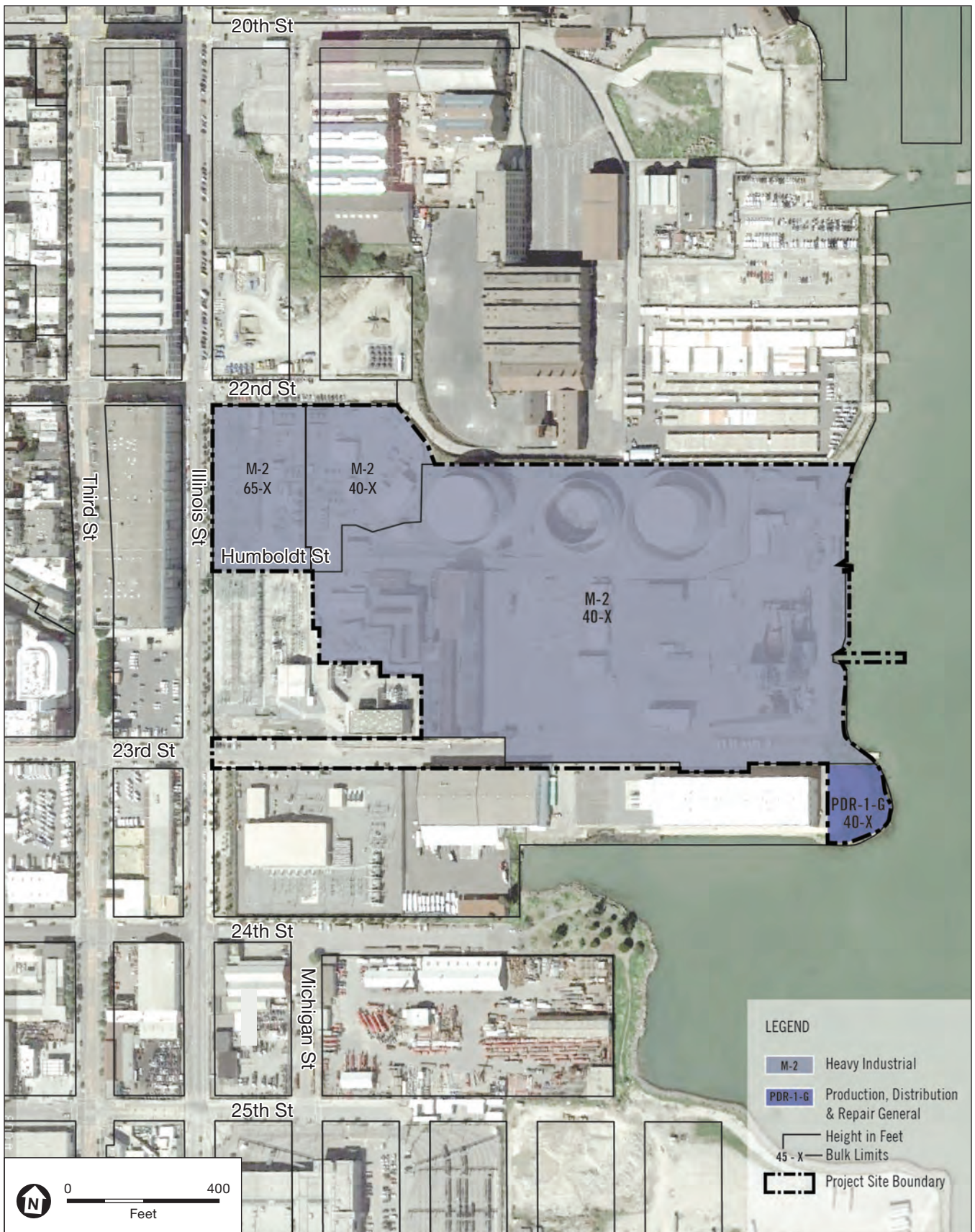
General Plan Land Use Designations. The project site is located within the southeastern portion of the Central Waterfront Area Plan (shown on Figure 1), which is one of the four plan areas covered by the Eastern Neighborhoods Area Plan that was adopted in 2009. Goals for the Central Waterfront include: “encourage development that builds on the Central Waterfront’s established character as a mixed-use working neighborhood;” “establish a land use pattern that supports and encourages transit use, walking, and biking;” and “better integrate the Central Waterfront with the surrounding neighborhoods and improve its connections to the Port land and the water’s edge.”

Port Waterfront Land Use Plan. The waterfront parts of the Port sub-area are located within the southern waterfront portion of the Port’s Waterfront Land Use Plan, which was adopted in 1997 and is being updated. Objectives for the Port’s southern waterfront include: “enhance public access and open space.”

Summary of Site Conditions

The project site has been used for various power producing and industrial activities since the mid-1800s.² Starting in the 1870s and continuing until the 1930s, PG&E and its predecessors used the northeastern portion of the site for manufactured gas plant operations. Around 1910, PG&E began operating a power plant on the site, which continued to be operated by NRG Potrero LLC and its predecessors after PG&E sold the site in 1999. The power plant ceased operations in 2011. Hazardous materials from these and other industrial operations have been identified in the soils and groundwater at the site. When it sold the property, PG&E retained the responsibility to characterize and remediate soil, soil gas, and groundwater, and remediation of the site is currently underway under the oversight of the San Francisco Regional Water Quality Control Board (regional board), irrespective of the proposed project.

² Geosyntec Consultants, Phase I Environmental Site Assessment, Former Potrero Power Plant, San Francisco, California. August 19, 2016.



SOURCE: Perkins+Will, 2017

Potrero Power Station Mixed-Use Development Project

Figure 4
Existing Zoning on Project Site

For the purposes of remediation, the project site is divided into five remediation areas,³ with one additional offshore remediation area for a total of six, as depicted on **Figure 5**. The remediation process for each of these areas includes conducting sampling; preparing a risk assessment; implementing appropriate remediation measures; preparing a risk management plan; and executing deed restrictions for current and future land owners. In general, PG&E's remediation plans involve removal of affected soils in some areas, in-place stabilization of areas with cement mix where affected soils are deeper, and installation of a durable cover across the entire site.

Remediation is complete at two of these six areas, comprising 60 percent of the site (i.e., the Station A remediation area, and North Switchyard and General Construction Yard remediation area), the other four are currently in various stages of the remediation decision-making process, as summarized below.

- **Station A remediation area** (approximately 13 acres)—Chemicals of concern have been identified in the soil, soil vapor, and groundwater in this area, and naturally-occurring asbestos is also present in the soil. In 2015, the regional board approved a risk management plan for the Station A area that includes leaving the soil and groundwater in place and installing a durable cover to prevent contact with site soils. On February 13, 2017, the regional board issued a no further action letter for the Station A area.⁴ The regional board recorded a land use covenant that restricts future uses of the Station A area to industrial and commercial uses and requires compliance with the risk management plan. Other more sensitive land uses, such as residential, parks or playgrounds, are permitted in this area if the pre-agreed procedures specified in the risk management plan are completed and the regional board provides written approval. The project sponsor plans to submit a request to the regional board for approval for residential use in the area, and anticipates approval of the request, after the regional board reviews a risk assessment and determines what, if any, additional remedial measures must be implemented to ensure site conditions are protective of future residents. In some instances, it is anticipated that the findings of the risk assessment will show that the cover remedy imposed for commercial/industrial use is also protective for residential use so no additional remedial actions would be required. In many instances, it may be necessary to install vapor barriers or vapor recovery systems in residential buildings, and it is also possible targeted removal of contaminants may be necessary to allow residential use.⁵
- **Unit 3 remediation area** (approximately 1.5 acres)—This remediation area includes the Unit 3 power generation facility, which was shut down in 2011. Chemicals of concern have been identified in the soil, soil vapor, and groundwater in this area, and naturally-occurring asbestos is also present. On September 15, 2017, the regional board approved the site investigation report and human health risk assessment for the Unit 3 area.⁶ Based on similarities between this area and the Station A area, the regional board anticipates that the appropriate remedy for this area will include installation of a durable cover as well as preparation of a risk management plan and deed restriction, and PG&E is now in the process of updating

³ Paul Hastings, 2017. Memorandum to Environmental Science Associates from Gordon Hart and Lisa Lowry regarding Potrero Power Plant Overview of Site Conditions, Ongoing Remediation, and Planned Development. October 13, 2017.

⁴ San Francisco Bay Regional Water Quality Control Board, No Further Action, Station A Area, Former Potrero Power Plant, 1201 Illinois Street, City and County of San Francisco. February 13, 2017.

⁵ Paul Hastings, 2017. Memorandum to Environmental Science Associates from Gordon Hart and Lisa Lowry regarding Potrero Power Plant Overview of Site Conditions, Ongoing Remediation, and Planned Development. October 13, 2017.

⁶ San Francisco Bay Regional Water Quality Control Board, Approval of October 7, 2016, Former Unit 3 Power Generation Facility Investigation and Human Health Risk Assessment Report, Potrero Power Plant, City and County of San Francisco. September 15, 2017.



SOURCE: Geosyntec, 2017; Google Earth, 2017

Potrero Power Station Mixed-Use Development Project

Figure 5
Remediation Areas

the plan for the Station A area to cover this area as well. PG&E anticipates that the final remedy could be in place by the end of 2017. It is expected that the same land use restrictions that apply to the Station A area for commercial and industrial uses will apply to the Unit 3 area, including the potential for a written variance by the regional board for a change in land use.

- ***Northeast remediation area*** (approximately 3.5 acres)—This area has been affected by releases from a former manufactured gas plant that was located on the Power Station sub area. Chemicals of concern have been identified in the soil, soil vapor, and groundwater in this area, and naturally-occurring asbestos is also present. The Northeast Area is covered by a durable cover consisting of building foundations, pavement, or hardscape. The human health risk assessment for this area concluded that vapor intrusion mitigation measures may be required if new structures for human occupancy are constructed. PG&E prepared a draft remedial action plan for this area in January 2016, and the regional board approved the plan in July 2016.⁷ Durable covers will be placed over the entire remediation area to prevent human contact with the soil, and long-term groundwater monitoring will be required. Remediation is expected to begin in 2018. As part of the final remedy, it is anticipated that land uses in this area will be restricted to industrial or commercial uses and that the regional board will require compliance with a remedial action plan similar to the one for the Station A area, described above, including the specified provisions for changing future land uses to more sensitive uses. As with Station A, the project sponsor plans to submit a request to the regional board for approval for residential use in the area, and anticipates approval of the request, after the regional board reviews a risk assessment, and determines what, if any, additional remedial measures must be implemented to ensure site conditions are protective of future residents. The same process and potential additional remedial measures described for the Station A area would apply in this area.
- ***Tank Farm remediation area*** (approximately 4 acres)—This area included three large above-ground fuel tanks formerly used to house fuel oil and blended mixtures of distillate fuels consisting of Jet A, kerosene, and diesel.⁸ The tanks were removed in the spring of 2017, and PG&E is currently developing a work plan to investigate and characterize chemicals of concern in the soil, soil vapor, and groundwater. It is anticipated that PG&E will complete investigation of the Tank Farm Area and develop a remedy consisting of a durable cover, risk management plan, and deed restriction that allows use of the property for commercial/industrial uses. PG&E projects that the remedial action plan will be completed by the end of 2019. The final remedy is expected to include a risk management plan that will likely contain procedures for seeking regional board approval for changes in land uses to more sensitive uses, similar to that described above for the Station A area. As with Station A, the project sponsor plans to submit a request to the regional board for approval for residential use in the area, and anticipates approval of the request, after the regional board reviews a risk assessment, and determines what, if any, additional remedial measures must be implemented to ensure site conditions are protective of future residents. The same process and potential additional remedial measures described for the Station A area would apply in this area.
- ***North Switchyard and General Construction Yard remediation area*** (approximately 4.8 acres, within the PG&E sub-area)—Chemicals of concern have been identified in the soil and groundwater in this area, and

⁷ California Regional Water Quality Control Board, San Francisco Bay Region, Resolution No. R2-2016-0027, Approval of the Remedial Action Plan for: Potrero Power Plant Northeast Area and a Portion of the Southeast Area of Pier 70, Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco. July 7, 2016.

⁸ Geosyntec Consultants, Phase I Environmental Site Assessment, Former Potrero Power Plant, San Francisco, California. August 19, 2016

naturally-occurring asbestos is also present; no information is available on chemicals in soil vapors. In 2012, the regional board issued a no further action letter for this portion of the PG&E property; at that time, the regional board observed that this area was expected to remain in operation into the foreseeable future. PG&E prepared a site management plan that specifies requirements for the protection of human health and the environment during construction or maintenance activities such as soil excavation that could penetrate the durable cover or otherwise result in exposure to the site soil. The regional board and PG&E recorded a deed restriction for the North Switchyard and General Construction Yard in January 2012. The deed restriction requires maintenance of the site cap and compliance with the site management plan. The deed restriction also limits future land uses of the site to commercial and industrial purposes and specifies notification requirements for any excavation work greater than 50 cubic yards of soil. The site management plan provides that the plan be updated if there are changes in land use, and any updates to the plan must be approved by the regional board. As with Station A, the project sponsor plans to submit a request to the regional board for approval for residential use in the area, and anticipates approval of the request, after the regional board reviews a risk assessment, and determines what, if any, additional remedial measures must be implemented to ensure site conditions are protective of future residents. The same process and potential additional remedial measures described for the Station A area would apply in this area.

- **Offshore remediation area** (*adjacent to the project site*)— PG&E prepared a remediation plan for the Offshore Sediment Area in February 2017. The planned remedial approach for the offshore sediments includes dredging up to several feet of sediment from near the bay shoreline to remove those sediments with the highest concentration of hazardous substances. An engineered erosion protection cap or revetment will be placed over the affected area. PG&E's remedial action will also include replacement of the revetment constructed as part of an interim remedial measure in 2010, described above for the Northeast Area. Additional remediation is planned in the transition zone, 100 to 150 feet offshore. PG&E anticipates implementing the offshore sediment remediation in the spring of 2019.

Historic Resources

A large portion of the project site is located within the Third Street Industrial District, which is eligible as a historic district on the California Register of Historical Resources, as identified as part of the Central Waterfront Historic Resources Survey Summary Report in 2008. This district, shown on Figure 1, encompasses the highest concentration of light industrial and processing properties remaining in the Central Waterfront District. The district includes good examples of the late 19th and early 20th century American industrial design.⁹

The project site contains four extant properties previously determined to be contributors to the Third Street Industrial District. The Meter House (ca. 1902) and the Compressor House (ca. 1924) were determined to be individually eligible for the California Register based on their associations with the PG&E gas manufacturing facility and their significance in the history of gas manufacturing in Northern California. Station A (ca. 1901) and the Gate House (ca. 1901) were also determined to be contributors to the Third Street Industrial District,

⁹ Page & Turnbull, 2017. Potrero Power Station Historic Resource Evaluation—Part One. San Francisco, CA. Prepared for Associate Capital, September 1, 2017.

but these two buildings were found not to be individual resources due to impacted integrity. These buildings were primarily constructed of brick in the American Commercial style.

No buildings on the project site are listed in the National Register of Historic Places.

PROJECT CHARACTERISTICS AND COMPONENTS

The Potrero Power Station Mixed-Use Development project would rezone and establish development controls for a multi-phased, mixed-use development at the project site. The project would include amendments to the General Plan and Planning Code, and create a new Potrero Power Station SUD. The SUD would establish land use controls for the project site and incorporate design standards and guidelines in a new Potrero Power Station Design for Development document (D for D). The Zoning Maps would be amended to show changes from the current zoning to the proposed SUD zoning. The Zoning Map amendments would also modify the existing height limits on the portions of the project site not owned by the Port. The proposed project would include market-rate and affordable residential uses, commercial mixed uses (including office and R&D/life science uses), hotel use, PDR uses, retail uses, community facilities uses and other active uses, and parking. The proposed project would also include public access areas and open space, playing fields and other active open space uses, shoreline improvements, an internal grid of public streets, shared public ways, and utilities infrastructure. Overall, the proposed project would construct up to approximately 5.3 million gsf of development.

Table 1 summarizes the project's characteristics, including a description of the types and amounts of proposed land uses, details regarding proposed dwelling units, building height limits, vehicle and bicycle parking, and other descriptors. It should be noted that the proposed project incorporates a flexible land use program, in which certain blocks on the project site may be designated for either residential or commercial uses (referred to as "flex blocks"), depending on market conditions, and could affect the type and amount of land uses on those blocks. Accordingly, the proposed project could include between approximately 2.4 and 3.0 million gsf of residential uses (between about 2,400 and 3,000 dwelling units), and between approximately 1.2 and 1.9 million gsf of commercial uses. The proposed project would also include over 925,000 gsf parking, approximately 100,000 gsf of community facilities, and approximately 6.3 acres of open space.

The proposed project would demolish about 20 existing structures on the project site, including the two historic buildings in the Power Station sub-area—the Meter House and the Compressor House—which have been identified as eligible for the California Register. Two other historic properties in the Power Station sub-area—Station A and the Gate House—would also be demolished as part of the proposed project; these two properties have been identified as contributors to the historic Third Street Industrial District, but neither are considered individual resources because of their current lack of integrity. Under the proposed land use program, the project would rehabilitate Unit 3 power block, and convert the Unit 3 power block into a hotel. However, under the proposed flexible land use program, residential land use could be developed on Block 9 instead of a hotel, in which case, the Unit 3 power block would be demolished.

TABLE 1
POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT CHARACTERISTICS^a

Project Characteristic	Metric	
<i>Project Site Size and Shape</i>	<i>Dimensions</i>	
Area	29.0 acres	
Maximum Length and Width	Approximately 1,650 feet by 950 feet	
<i>Proposed Land Use Program^b</i>	<i>Area (gsf)</i>	
Residential	2,682,427	
Commercial (Retail)	107,439	
Commercial (Office)	597,723	
Commercial (R&D/life science)	645,738	
Commercial (Hotel)	241,574	
Commercial (PDR)	45,040	
Community Facilities	100,938	
Parking	946,981	
Total Building Area	5,367,860 gsf	
<i>Proposed Dwelling Units</i>	<i>Number</i>	<i>Percentage (approximate)</i>
Studio	388	14.5%
1-Bedroom	1,159	43.2%
2-Bedroom	867	32.3%
3-Bedroom	268	10.0%
Total Dwelling Units	2,682	100%
<i>Proposed Parking</i>	<i>Number</i>	
Vehicle Parking Spaces ^c	2,622	
Car Share Spaces	50	
Bicycle Parking ^d		
Bicycle Parking Class 1	1,567	
Bicycle Parking Class 2	262	
Total Bicycle Parking	1,829	
<i>Open Space</i>	<i>Area (gsf)</i>	
Publicly Accessible Open Space	Approximately 6.3 acres	
Private Open Space	36 square feet per unit if located on balcony, or 48 square feet per unit if commonly accessible to residents	
<i>Building Characteristics</i>	<i>Area (gsf)</i>	
Stories	5 to 30 stories	
Height	65 to 180 feet; one building at 300 feet	
Ground Floor	All blocks would include ground floor active/retail/production space	
Basements	All development blocks would allow but not require one below-grade level of vehicle parking spaces ^e	

TABLE 1 (CONTINUED)
POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT CHARACTERISTICS^a

NOTES:

gsf = gross square feet; R&D = research and development; PDR = production, distribution, and repair

^a All numbers in this table are approximate.

^b The proposed project includes a number of Flex Blocks, for which either residential or certain commercial uses may ultimately be selected. The numbers shown in this table show the anticipated development of the flex blocks, assuming either residential or commercial development at each flex block. The EIR will discuss the potential for variation in the total amount of residential and commercial development on the Flex Blocks.

^c 0.6 space per residential unit; one space per 1,500 square feet of commercial office, R&D/life science, or PDR uses; 3 spaces per 1,000 square feet of grocery store use.

^d The number of bicycle parking spaces reflects Planning Code requirements, as follows.

- Residential: One Class 1 bicycle parking space for each dwelling unit up to 100 plus one space for every four units in excess of 100; one Class 2 bicycle parking space for every 20 dwelling units.
- Office: One Class 1 bicycle parking space for every 5,000 square feet of occupied floor area; two Class 2 bicycle parking spaces up to 5,000 square feet of OFA plus one for each 50,000 square feet of OFA in excess of 5,000 square feet.
- Laboratory and PDR: One Class 1 bicycle parking space for every 12,000 square feet of OFA; two Class 2 bicycle parking spaces up to 50,000 square feet of OFA, and an additional two for laboratory spaces in excess of 50,000 square feet of OFA.
- Retail: One Class 1 bicycle parking space per 7,500 square feet of OFA; two Class 2 bicycle parking spaces plus one per 2,500 square feet up to 50,000 square feet.
- Hotel: One Class 1 space per 30 rooms; one Class 2 space per 30 rooms and one Class 1 space per 5,000 square feet of conference space.

^e Basement parking is accounted for in the above line item for parking.

SOURCE: California Barrel Company, EEA PPA Application Package, Potrero Power Station Mixed Use Development, October 2017

Proposed Land Use Plan

Figure 6 presents the proposed land use plan. As shown in Figure 6, Blocks Nos. 4, 12, and 14 would have a “Flex Residential or Commercial” land use designations, and Block No. 9/Unit 3 would have a “Flex Hotel or Residential” land use designation. Otherwise, blocks in the northwest and central interior portions of the project site would be designated “Residential,” and blocks along the project site’s north and south sides would be designated “Research & Development/Office.” In the central-west area of the project site, Block No. 5 would be designated “Residential and District Parking Garage.” Areas designated “Publicly Accessible Open Space” would be located along east-west and north-south axes within the interior of the project site and along the waterfront adjacent to the bay. Ground floor frontages along 23rd Street would host PDR use, and ground floors on blocks fronting the waterfront and open space areas would contain retail (e.g., outdoor cafes and dining). All other ground floors would contain active uses (e.g., neighborhood retail or residential units).

Under the proposed project, the existing Unit 3 power block is proposed to be rehabilitated and converted into a hotel, with public access at the ground floor and a rooftop bar. In addition, the 300-foot tall Stack would be seismically stabilized and preserved. A plaza in front of Unit 3 and at the base of the Stack would connect the structure to a proposed Power Station Park. However, as noted above, if residential land use is developed on Block 9 instead of a hotel, then the Unit 3 power block would be demolished.

The proposed project could include the construction of a dock to be used for fishing and to allow people to access the water from the project site. The facility would have a pile-supported fixed pier structure that extends out over and above the tidal zone. An approximately three-foot-wide, 80-foot-long gangway would extend from the fixed pier to a floating dock, which would be held in place by guide piles. The floating dock would be approximately 15 feet wide and 120 feet long, and composed of composite boxes with foam infill or reinforced concrete. The elevation of the pier structure is proposed to be slightly higher than current elevations of the shoreline to account for sea level rise in the future.



Figure 6
Proposed Land Use Plan

Height and Bulk

Figure 7 presents the proposed height district plan. The proposed project would include amendments to the Zoning Map on the portions of the project site not owned by the Port to modify the existing height limits of 40 and 65 feet to heights ranging from 65 up to 300 feet. As shown in Figure 7, proposed height limits would generally step up from east to west across the project site and then step down again towards Illinois Street. Block 9 and the eastern portion of Block 4 would have proposed height limits of 65 feet facing the bay. Blocks 1, 5 and 7 would contain up to 180-foot height limits, and Block 6 would have a 300-foot height limit. Several of the project site blocks (No. 1, 6, 7 and 8) would allow for podium structures with height limits (65 to 85 feet) lower than the upper level heights; and other blocks (4 and 5) would have split zoning heights.

Design for Development

The Design for Development (D for D) would be adopted as part of the proposed SUD. The D for D would articulate standards and guidelines for building design, open space character, and the public realm. Standards in the D for D would be mandatory, measurable, and quantitative design specifications. The design guidelines would be more qualitative and flexible. The proposed Planning Code amendments (included in the SUD) and the D for D would, together, guide and control all development within the SUD after project entitlements are obtained. Subsequent submittals of proposed building designs would be evaluated for consistency with both the SUD and the D for D.

The D for D would establish controls for bulk restriction, articulation and modulation, building materials and treatment, building frontage utilization, design parameters for open space, streets, and parking and loading standards.

Open Space Improvements

As shown in **Figure 8**, the proposed project would provide approximately 6.3 acres of publically accessible open space. These improvements are intended to complement the planned adjacent Pier 70 Mixed-Use District Project waterfront improvements; extend the Blue Greenway and Bay Trail through the project site; and create an urban waterfront space, activated by the proposed uses in the buildings adjacent to the waterfront-facing open spaces. Key components of the open space program area are described below:

- **Waterfront Park and Potrero Nuevo Point Park.** This proposed approximately 2.8-acre waterfront park would extend the Blue Greenway and Bay Trail from the Pier 70 Mixed-Use District Project through the project site, and provide spill-out spaces for retail, quiet spaces, waterfront viewing terraces, and a waterfront playground. The adjacent proposed Potrero Point Park on the Port sub-area would contain a 1.2-acre park that would extend as a bulb-shaped area into the bay.
- **Louisiana Paseo.** This proposed 0.7-acre plaza-type open space adjacent to Blocks 6 and 10 would have spill out space for outdoor dining, and a path to the proposed Power Station Park.
- **Power Station Park.** This proposed 1.2-acre central green space would extend east-west through the interior of the project site and connect the Louisiana Paseo to the waterfront. This park would contain



Figure 7
Proposed Height District Plan



Figure 8
Proposed Park and Open Space Plan

flexible lawn spaces suitable to accommodate two adjacent U-6 soccer fields.¹⁰ The portion of the proposed Power Station Park between the Louisiana Paseo and Maryland Street would be intended for community building activities such as an outdoor game room.

- **Rooftop Soccer Field.** A public open space is proposed on a portion of the roof of the parking structure on Block 5. This rooftop open space would include a 0.7-acre U-10 soccer field.¹¹

Vehicle Parking

As shown in Table 1, the proposed project would provide between 2,622 and 2,690 vehicle off-street parking spaces, depending on the final use of each flex block. No off-street parking would be provided for proposed retail uses on the project site. The proposed centralized parking facility to be located at the intersection of Humboldt Street and Georgia Street would contain approximately 756 parking spaces. All parking would be accessory to principal uses. Approximately 35 on-street passenger loading spaces would be provided along the internal streets and approximately 34 commercial delivery spaces would be provided, either through in-building loading docks or on-street loading zones along the internal streets. Additionally, the project would be designed with about 179 on-street parking spaces.

All development blocks would allow—but not require—parking one level below-grade or parking within above-grade podium levels wrapped with active uses. The proposed project would include 50 car-share parking spaces located in a limited number of on-street parking spaces, as well as in buildings with podium/underground parking and in the proposed centralized parking facility.

Bicycle Parking

At least 1,417 Class 1 bicycle parking spaces would be located either on the ground floor of each building or in the first sub-grade level of each building, and in all events in the locations compliant with the Planning Code. The proposed project would include 259 to 262 Class 2 bicycle parking spaces, all of which would be located in the right-of-way adjacent to each building or in the publicly accessible open space.^{12,13}

Transportation and Circulation Plan

Figure 9 shows the proposed street plan. The north-south streets include Michigan, Georgia, Maryland, and Delaware Streets, which would connect the project site to 22nd Street; Georgia, Maryland, and Delaware Streets would connect to 23rd Street, although Georgia Street would be slightly offset at Humboldt Street before connecting to 23rd Street. East-west streets include Humboldt and 23rd Streets, which would connect

¹⁰ U-6 soccer fields refer to soccer fields for children under six years old, and generally measure approximately 20 yards in width by 30 yards in length.

¹¹ U-10 soccer fields refer to soccer fields for children under ten years old, and generally measure approximately 40 yards in width by 60 yards in length.

¹² Average number presented; the actual number of bicycle parking spaces will vary based on the selected use of each Flex Block.

¹³ Section 155.1(a) of the planning code defines class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees” and defines class 2 bicycle spaces as “spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”



to Illinois Street on the west and Delaware Street on the east. The proposed interior neighborhood streets are Georgia Street, Maryland Street, and Delaware Street, each in a north-south alignment. Delaware Street, north of Humboldt Street, would become a shared public way with the street and pedestrian walking surface at the same grade as it enters the Pier 70 Mixed-Use District Project. A service lane would be added at the northern boundary of the project site, straddling the property line with the Pier 70 Mixed-Use District Project.

As shown on Figure 9, the project includes a Humboldt Street alternate condition, which applies only to the westernmost segment of Humboldt Street located on PG&E property. The proposed project would expand the width of Humboldt Street along its entire extent across the project site, but this alternate condition would occur only if PG&E does not agree to the proposed street width on its property, in which case the roadway would be narrower along this segment.

The proposed street improvements would connect to the planned development in the Pier 70 Mixed-Use District Project to create a continuous street network in the project vicinity, and similarly, the planned extended Blue Greenway and Bay Trail would provide pedestrian access along the waterfront between the Pier 70 Mixed-Use District Project and the project site. Georgia, Maryland, Michigan, and Delaware Streets¹⁴ would connect the project site to the Pier 70 Mixed-Use District Project.

The proposed project would include vehicular, bicycle, and pedestrian improvements to 23rd and Humboldt Streets to accommodate the anticipated increase in on-site activity.

The proposed new streets would provide access for emergency vehicles, on-street parking, and off-street passenger and freight loading. Humboldt, Maryland, and Delaware Streets would be designed as primary on-street loading corridors. The project site would be accessible for all modes of transportation via 23rd Street, Humboldt Street, Georgia Street, and Maryland Street, Michigan Street, Louisiana Street, and Delaware Street.

The proposed project would include the installation of traffic signals at the intersections of Illinois Street with both 23rd and Humboldt Streets.

Transit. A bus stop would be built on the project site to accommodate the proposed SFMTA “XX” bus route at the intersection of Maryland Street and 23rd Street. The proposed XX bus route would enter the project site on Maryland Street from the Pier 70 Mixed-Use District Project, and a bus layover would be located on 23rd Street between Maryland and Delaware Streets. The proposed bus layover would accommodate two, 40-foot-long buses and would provide a bathroom facility nearby for drivers.

Pedestrian and Bicycle Network. The proposed project would include a pedestrian and bicycle network. It would allocate space for bike share dock(s) onsite and include a network of new pedestrian pathways and Class I and II bicycle facilities to contribute to the continuous Blue Greenway/Bay Trail that provides continuous waterfront access from the Embarcadero, including Crane Cove Park, Slipways Commons, and Warm Water Cove.

¹⁴ The connection on Delaware Street would be for pedestrians only.

Transportation Demand Management. The proposed project would include a Transportation Demand Management program (TDM). With a goal of achieving a sustainable land use development, the TDM would prioritize pedestrian and bicycle access and implement measures to encourage alternative modes of transportation. Alternative modes of transportation would be encouraged through building a dense, walkable, mixed-use, transit-oriented development, encouraging bicycling and walking and prioritizing safety, especially for bicyclists and pedestrians.

Key strategies in the TDM would be bike sharing stations and other means to encourage bicycle use, unbundled parking, car-sharing services, and other approaches to discourage use of single-occupant private vehicles. The proposed project would implement amenities and education strategies regarding transportation choices, including real-time occupancy data for shared parking facilities and production of brochures and newsletters.

The TDM would also include a shuttle service program, anticipated to provide service at 15-minute intervals during peak times, and provide access to the BART 16th Street station and Caltrain station at Fourth and King Streets.

Infrastructure and Utilities

In addition to transportation and circulation improvements, the proposed project would develop other infrastructure and utilities systems to support the proposed uses. This would include the following:

- **Potable Water.** The project would construct potable water distribution pipelines within the planned streets that would connect to existing water lines in 23rd and Illinois Streets. To reduce potable water demand, high-efficiency fixtures and appliances would be installed in new buildings.
- **Recycled Water.** The project site is located within a designated recycled water use area, and the project would provide the piping needed to distribute recycled water when it becomes available, as required under San Francisco's Recycled Water Use Ordinance.
- **Non-potable Water.** Similarly, the project would comply with San Francisco's Non-potable Water Ordinance and would include the diversion and reuse of graywater and rainwater for toilet and urinal flushing and irrigation.
- **High Pressure Water.** The proposed project would include the extension of the high pressure auxiliary water supply system (AWSS) distribution line to the project site by connecting to the existing 14-inch line in Third Street at its intersection with 23rd Street. The line would be installed in 23rd Street to the intersection with Maryland Street, and then extend through the site, northerly in Maryland Street, and connect to the AWSS system proposed to be constructed under the Pier 70 Mixed-Use District Project.
- **Wastewater.** Wastewater from the project site is currently collected and conveyed in the existing combined sewer system within Illinois Street and treated at the Southeast Water Pollution Control Plant. The project would extend wastewater collection lines throughout the project Site. The wastewater within the Power Station sub-area would be collected and conveyed to a pump station on the eastern portion of the site. From the pump station a force main would convey the wastewater to the existing combined sewer system.

- **Stormwater.** The proposed project would include a stormwater management system that would meet the City's stormwater management ordinance. The system would be designed with low-impact design concepts and stormwater management systems, designed to retain and reuse some of the stormwater captured on site. The proposed project also may treat and discharge stormwater via outfalls to the bay, adhering to San Francisco Public Utilities Commission and Regional Water Quality Control Board requirements.
- **Electricity.** The project site has electrical service from existing overhead power lines adjacent to the site. The proposed project would extend underground electrical distribution lines to serve each proposed building. Other existing electrical facilities within the site will either be maintained or relocated.
- **Natural Gas.** There is existing natural gas service to the project site in Humboldt Street. The proposed project would extend natural gas distribution lines throughout the project site, connecting to the existing facilities on Illinois Street and 23rd Street.

Sustainability Plan

The proposed project would establish a Sustainability Plan that outlines performance and monitoring criteria for its operation. To address the potential hazard of future sea level rise in combination with storm and high tide conditions, the proposed project would make physical improvements to the shoreline, such as berms, seawalls, or rip rap replacement. As part of the first construction phase, elevations at the shoreline would be increased by approximately 3 to 7 feet to address sea level rise risk and wave run-up, and the finished floor elevations for the ground floors of buildings on Blocks 3, 4, 8, 9, and 12 would be increased to take into account the potential 100-year flood with future sea level rise of up to 66 inches.

The proposed project would comply with the state's Title 24 energy efficiency requirements, the San Francisco Green Building Requirements for renewable energy, and the Better Roof Requirements for Renewable Energy Standards. At least 15 percent of the roof area of residential and commercial buildings would be equipped with roof-mounted or building integrated solar photovoltaic systems and/or roof-mounted solar thermal hot water systems. Different approaches to the energy system, including a district energy system distribution loop or capturing heat from the district's wastewater system, will be explored as part of the Sustainability Plan to be included in the proposed project.

PROJECT CONSTRUCTION

Construction Schedule

Construction of the proposed project is anticipated to occur in phases over the course of 16 years, from 2020 to 2036. The initial phase of construction (Phase 0), from 2020 to approximately 2022, would include demolition, site preparation and rough grading for the entire project site, including construction of interim surface parking improvements for use by construction vehicles as well as site users prior to the construction of permanent parking facilities.

After the initial construction phase (Phase 0), there would be seven construction phases corresponding to seven areas, each consisting of two to three blocks and associated areas for streets and open spaces. Construction duration in each area would range from five to six years, with construction activities occurring

up to six days a week. Nighttime construction activity would likely occur during Phase 1, before there is residential occupancy in the project site. Throughout the project site, construction activities in each area would commence following completion of remediation activities in that area, and all construction would be conducted consistent with requirements of the applicable regional board-approved risk management plan.

Figure 10 shows the proposed seven areas for the construction phasing, and Table 2 presents the anticipated construction schedule for each phase. However, Phases 6 and 7 would be within the PG&E sub-area, and construction of these areas and the adjacent street improvements would only occur when and if PG&E authorizes construction of these phases.

TABLE 2
CONSTRUCTION SCHEDULE BY PHASE¹⁵

Construction Phase	Start	Finish	Duration
Phase 0	2020	2022	3 years
Phase 1	2021	2026	6 years
Phase 2	2023	2027	5 years
Phase 3	2025	2029	5 years
Phase 4	2027	2032	6 years
Phase 5	2029	2033	5 years
Phase 6	2030	2034	5 years
Phase 7	2031	2036	6 years

Demolition, Soil Excavation and Grading

As noted above, the project would require demolishing about 20 structures, encompassing about 100,000 square feet.

The proposed grading plan would maintain the existing drainage patterns of the project site, with elevations sloping gently west to east toward the waterfront. The proposed elevations of the public access areas and proposed buildings along the waterfront, and as noted above, would include protection from sea level rise.

Although PG&E’s environmental remediation activities are independent of the project, the project may include excavation by the project sponsor of contaminated soil and other remedial measures to the extent the regional board requires such activities to allow residential use or to address previously unknown contaminants discovered during the course of project construction. Soil excavation would also occur during construction of the proposed project, including, for example, to allow construction of subterranean parking garages.

¹⁵ All dates in Table 2 are approximate estimates and could be affected by market conditions, PG&E’s remediation process, the City’s permitting process, among other factors.



Figure 10
Proposed Project Phasing Plan

Building Foundations

Construction of the proposed project would require deep foundations for moderately to heavily loaded structures built in areas outside (bayward) of the historic 1851 shoreline (shown on Figure 1), but shallow foundations made with spread footings with slab-on-grade or a structural mat foundation could be used inland of the historic 1851 shoreline. Structures in the vicinity of the historic 1851 shoreline may be founded on intermediate foundations using spread footings or a structural mat foundation, underlain by improved soil. Shallow foundations are currently anticipated for Phases 2, 4, 6, and 7. Deep foundations are anticipated during Phases 1 and 3. Phases 1, 3, and 4 may involve intermediate foundations.

Deep foundations would be comprised of steel pipe-piles driven to bedrock. Pile driving operations would likely be performed over a maximum duration of six weeks per building, with about two piles installed per hour, on average, and approximately 400 to 500 piles per structure. The maximum pile length for the project is anticipated to be 70 feet, and pile diameters are anticipated to range from 14 to 16 inches in diameter. The project would include controlled rock fragmentation on the project site as an alternative to blasting, where appropriate.

REQUIRED PROJECT APPROVALS

The proposed project is subject to review and approvals by several local, regional, state, and federal agencies. Certification of the Final EIR by the San Francisco Planning Commission, which would be appealable to the San Francisco Board of Supervisors, is required before any other discretionary approval or permits would be issued for the proposed project. The proposed project may require major project approvals and/or plan amendments from the following:

Federal Agencies

U.S. Army Corps of Engineers

- Possible Clean Water Act section 404/Rivers and Harbors Act section 10 Permit

U.S. Fish and Wildlife

- Approval and/or permits for potential impacts to federally listed species under the federal Endangered Species Act

National Marine Fisheries Service

- Possible Essential Fish Habitat Consultation
- Possible Federal Endangered Species Act Consultation

State and Regional Agencies

San Francisco Bay Conservation and Development Commission

- Approval of permits for improvements and activities within the commission's jurisdictions

Regional Water Quality Control Board - San Francisco Bay Region

- Approval of Section 401 water quality certification

- Approval of requests for residential or other sensitive uses in areas with a land use covenant restricting such uses without regional board approval
- Site-specific approval of soil disturbance activities under the applicable Risk Management Plan
- General Construction Stormwater Permit

Bay Area Air Quality Management District

- Approval of any necessary air quality permits (e.g., Authority to Construct and Permit to Operate) for individual air pollution sources, such as boilers and emergency diesel generators

California Public Utilities Commission

- Approval of any relocated PG&E operations, if applicable

California Department of Fish and Wildlife

- Approval and/or permits for potential impacts to state-listed and California Department of Fish and Wildlife managed species under the California Endangered Species Act.

Local Agencies

San Francisco Board of Supervisors

- Approval of general plan amendments
- Approval of planning code amendments and associated zoning map amendments
- Approval of a Development Agreement
- Approval of Final Subdivision Map
- Approval of street vacations, dedications and easements for public improvements, and acceptance (or delegation to Public Works Director to accept) of public improvements, as necessary

San Francisco Planning Commission

- Certification of the Final EIR
- Approval of Proposition M Office Allocation per Planning Code section 321, to the extent applicable
- Approval of Special Use District Design for Development
- Initiation and recommendation to board to approve amendments to the general plan
- Initiation and recommendation to the board to approve planning code amendments adopting a Special Use District and associated zoning map amendments
- Recommendation to board to approve a Development Agreement

San Francisco Port Commission

- Adoption of findings regarding Public Trust consistency, if applicable
- Consent to a Development Agreement and recommendation to the board to approve, if applicable
- Approval of project construction-related permits for property within Port jurisdiction
- Approval of Construction Site Stormwater Runoff Control Permit

San Francisco Department of Building Inspection

- Issue demolition, grading, and site construction permits

San Francisco Public Utilities Commission

- Consent to Development Agreement

San Francisco Department of Public Works

- Review of subdivision maps and presentation to the board for approval
- Consent to Development Agreement
- Issuance of public works street vacation order, if applicable

San Francisco Municipal Transportation Agency

- Approval of transit improvements, public improvements and infrastructure, including certain roadway improvements, bicycle infrastructure and loading zones, to the extent included in the project, if any.
- Consent to Development Agreement.

San Francisco Fire Department

- Consent to Development Agreement

San Francisco Department of Public Health

- Oversee compliance with San Francisco Health Code Article 22A (Maher Ordinance)

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The San Francisco Planning Department is preparing an Environmental Impact Report (EIR) to evaluate the environmental effects of the proposed project on the environment. The EIR will be prepared in compliance with CEQA (California Public Resources Code, sections 21000 *et seq.*), the *CEQA Guidelines*, and Chapter 31 of the San Francisco Administrative Code, and will address project-specific construction and operational impacts. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process. The EIR will disclose any physical environmental effects of the project and identify possible ways of reducing or avoiding its potentially significant impacts.

The EIR will address all environmental issue topics required under CEQA. The EIR will evaluate the environmental impacts of the proposed project resulting from construction and operation activities, and will propose mitigation measures for impacts determined to be significant. The EIR will also identify potential cumulative impacts that consider impacts of the project in combination with impacts of other past, present and reasonably foreseeable projects. The EIR will address all environmental topics in the San Francisco Planning Department's CEQA environmental checklist. Key environmental topics that will be addressed in the EIR are listed below.

- Land Use and Planning
- Population and Housing
- Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Utilities and Service Systems
- Public Services
- Recreation
- Biological Resources
- Geology, Soils, and Paleontological Resources
- Hydrology, Water Quality, and Sea Level Rise
- Hazards and Hazardous Materials
- Mineral and Energy Resources
- Agriculture and Forestry Resources

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed project that would reduce or avoid significant impacts of the project while still meeting most of the project objectives. Alternatives to be considered include a no project alternative, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented, as well as partial and full historic preservation alternatives, which consider alternative project scenarios that would partially and/or fully preserve the historic resources that would be demolished under the proposed project. Other alternatives will be evaluated as necessary, depending on the results of the impact analyses of the various environmental topics listed above.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the state CEQA Guidelines, sections 15064 (Determining Significant Effects) and 15065 (Mandatory Findings of Significance), and upon the magnitude and nature of proposed project construction and operations as described in the above project description.

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code section 21083.9 and California Environmental Quality Act Guidelines section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **Wednesday, November 15, 2017 at 6:30 p.m. at the project site located at 420 23rd Street, San Francisco, California.** To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5:00 p.m. on **December 1, 2017.** Written comments should be sent to Melinda Hue, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103; by fax to 415-558-6409 (Attn: Melinda Hue); or by email to melinda.hue@sfgov.org.

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

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

10/30/17
Date



Lisa Gibson
Environmental Review Officer