

4. ENVIRONMENTAL SETTING AND IMPACTS

A. INTRODUCTION TO CHAPTER 4

Chapter 4, Environmental Setting and Impacts, addresses the physical environmental effects of the Proposed Project. This Introduction to Chapter 4 describes the format of the environmental analysis in each environmental topic section of the chapter; discusses the effect of Senate Bill 743 (SB 743) on the scope of California Environmental Quality Act (CEQA) analysis for the Pier 70 Mixed-Use District Project (Proposed Project); and explains the general approach to baseline setting and cumulative analysis in this Environmental Impact Report (EIR).

FORMAT OF THE ENVIRONMENTAL ANALYSIS

This chapter contains the following 17 sections in addition to this Introduction, each addressing a different environmental topic.

Section 4.B, Land Use and Land Use Planning	Section 4.K, Utilities and Service Systems
Section 4.C, Population and Housing	Section 4.L, Public Services
Section 4.D, Cultural Resources	Section 4.M, Biological Resources
Section 4.E, Transportation and Circulation	Section 4.N, Geology and Soils
Section 4.F, Noise and Vibration	Section 4.O, Hydrology and Water Quality
Section 4.G, Air Quality	Section 4.P, Hazards and Hazardous Materials
Section 4.H, Greenhouse Gas Emissions	Section 4.Q, Mineral and Energy Resources
Section 4.I, Wind and Shadow	Section 4.R, Agriculture and Forest Resources
Section 4.J, Recreation	

Each of these sections contains the following subsections: Environmental Setting, Regulatory Framework, and Impacts and Mitigation Measures.

The Environmental Setting subsection for each environmental topic defines and describes the existing conditions in the project site and vicinity as they relate to specifically to each of the topics. While typically existing conditions are generally defined as the physical conditions that existed at the time that the Notice of Preparation (NOP) for the Proposed Project is issued (CEQA Guidelines Section 15125(a)), existing conditions analyzed in the Pier 70 Mixed-Use District EIR include projects that are approved and under construction, which are reasonably likely to be

completed and occupied or in operation when the Proposed Project is expected to be implemented. As further described below on p. 4.A.5, the modified existing conditions serve as the baseline for the analysis of environmental impacts (adverse physical changes) that would result from implementation of the Proposed Project, presented under the Impacts and Mitigation Measures subsection.

The Regulatory Framework subsection describes Federal, State, regional, and local regulatory requirements that are directly applicable to the environmental topic.

The Impacts and Mitigation Measures subsection describes the physical environmental impacts of the Proposed Project for each topic, as well as any mitigation measures that could reduce impacts to less-than-significant levels. This subsection begins with a listing of the significance thresholds used to assess the severity of the environmental impacts for that particular topic. These thresholds reflect the Planning Department's Initial Study checklist. Environmental topic sections also include a topic-specific "Approach to Analysis," which follows the "Significance Thresholds" subsection. This discussion explains the parameters, assumptions, and data used in the analysis, and specifically outlines how the Maximum Residential Scenario and Maximum Commercial Scenario are analyzed in the each of the individual environmental topic sections. This is followed by a "Project Features" discussion, which summarizes the particular aspects of the Proposed Project relevant to each topic.

Under the "Impact Evaluation" discussion, the project-level impact analysis for each topic begins with an impact statement that reflects the applicable significance thresholds. Some significance thresholds may be combined in a single impact statement, if appropriate. Each impact statement is keyed to a subject area abbreviation (e.g., LU for Land Use) and an impact number (e.g., 1, 2, 3) for a combined alpha-numeric code (e.g., Impact LU-1, Impact LU-2, Impact LU-3). When potentially significant impacts are identified, mitigation measures are presented to avoid, eliminate, or reduce significant adverse impacts of the project. Improvement measures are identified that would further reduce less-than-significant effects of the Proposed Project. Each mitigation measure corresponds to the impact statement and has an "M" in front to signify it is a mitigation measure (e.g., Mitigation Measure M-LU-1 for a mitigation measure that corresponds to Impact LU-1). If there is more than one mitigation measure for the same impact statement, the mitigation measures are numbered with a lowercase letter suffix (e.g., Mitigation Measures M-LU-1a and M-LU-1b). Improvement measures are designated with an "I" to signify "improvement measure," the topic code, and a letter (e.g., I-LU-A).

Each impact statement describes the impact that would occur without mitigation. The level of significance of the impact is indicated in parentheses at the end of the impact statement based on the following terms:

- **No Impact** – No adverse physical changes (or impacts) to the environment are expected.
- **Less than Significant** – Impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and Federal laws and regulations.
- **Less than Significant with Mitigation** – Impact that is reduced to a less-than-significant level through implementation of the identified mitigation measures.
- **Significant and Unavoidable with Mitigation** – Impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and Federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- **Significant and Unavoidable** – Impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and Federal laws and regulations and for which there are no feasible mitigation measures.

The Proposed Project’s cumulatively considerable contributions to cumulative impacts are described in a separate subsection following the project-level impact analysis for each environmental topic. Cumulative impact statements are numbered consecutively for each impact statement with a combined alpha-numeric code to signify it is a cumulative impact. For example, C-LU-1 refers to the first cumulative impact for Land Use and Land Use Planning.

PUBLIC RESOURCES CODE SECTION 21099

Aesthetics and Parking Analysis

CEQA Section 21099(d), provides that “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are not considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

1. The project is in a transit priority area¹; and
2. The project is on an infill site; and
3. The project is residential, mixed-use residential, or an employment center.

¹ A “transit priority area” is defined as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in California Public Resources Code Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco’s Transit Priority Areas is available online at <http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf>.

The Proposed Project meets each of the above three criteria and thus, this EIR does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.²

The Planning Department recognizes that the public and decision-makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some information that would have otherwise been provided in an aesthetics section of the EIR (i.e., “before” and “after” visual simulations) has been included in Section 4.C, Cultural Resources, of this EIR. However, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA. In addition, Public Resources Code Section 21099(d)(2) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources (e.g., historic architectural resources). As such, the Planning Department does consider aesthetics for design review and to evaluate effects on historic and cultural resources.

The Planning Department acknowledges that parking conditions may be of interest to the public and the decision-makers. Therefore, this EIR presents parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce on-site parking spaces that affects the public right-of-way) as applicable in the transportation analysis in Section 4.E, Transportation and Circulation.

Automobile Delay and Vehicle Miles Traveled Analysis

In addition, Public Resources Code Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” Public Resources Code Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

² San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist*, Pier 70 Mixed Use Project, Case No. 2014-001272ENV, November 18, 2015. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2005.0679E.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*³ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, based on compelling evidence in that document and on the City's independent review of the literature on level of service and VMT, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). The VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.

Accordingly, this EIR does not contain a discussion of automobile delay impacts. Instead, a VMT and induced automobile travel impact analysis is provided in Section 4.E, Transportation and Circulation. The topic of automobile delay, nonetheless, may be considered by decision-makers, independent of the environmental review process, as part of their decision to approve, modify, or disapprove the proposed project.

APPROACH TO BASELINE SETTING

Project development characteristics are typically compared to the existing physical environment to isolate impacts caused by the project on its surroundings. In other words, the existing condition (also referred to as the environmental setting) is normally the baseline against which the project's impacts are measured to determine whether impacts are significant. Therefore, the Environmental Setting subsection of each topic describes existing conditions on and around the project site. These existing conditions are ordinarily established as of the date that the NOP is published. In some circumstances, however, it is appropriate to use a different baseline to identify project impacts to account for circumstances that can change over time during the course of the environmental review, project construction, and operation.

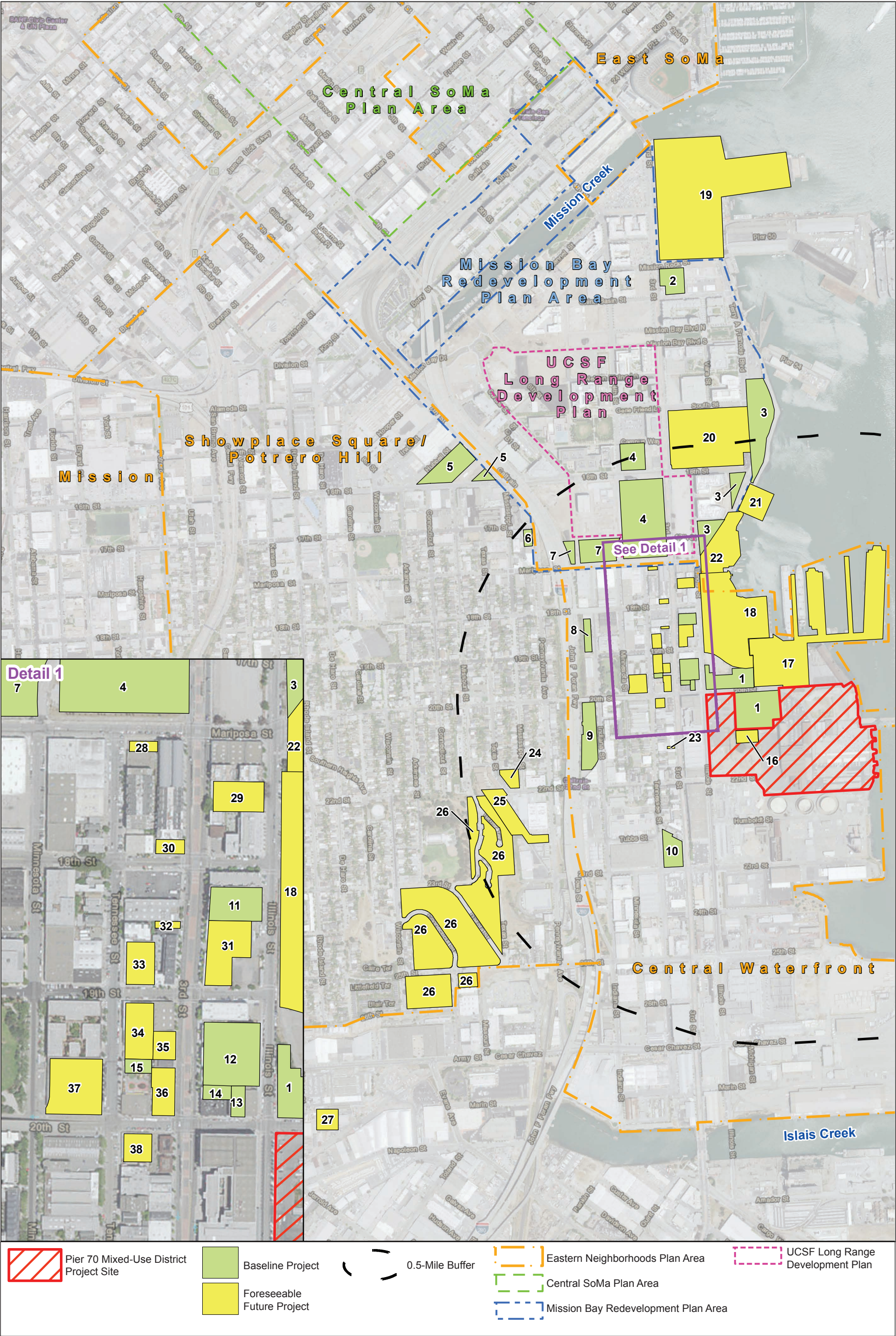
The Central Waterfront, Mission Bay, and Dogpatch neighborhoods are currently undergoing rapid changes and development. For both development scenarios, construction is projected to begin in 2018 and would be phased over an approximately 11-year period, concluding in 2029. Proposed development is expected to involve five phases. The Proposed Project is likely to be constructed well after a number of approved transportation improvements and land use development projects are implemented. These projects were under construction as of the date of the publication of the NOP or are approved and are reasonably likely to be completed and occupied or in operation when the Proposed Project is expected to be implemented. The adjusted "existing conditions" that include these development projects form an appropriate baseline

³ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist*, Pier 70 Mixed Use Project, Case No. 2014-001272ENV, dated November 18, 2015.

against which the Pier 70 Mixed-Use Project should be measured for many of the analysis topics in the EIR, rather than using the existing conditions as of the time the NOP was published.

Presented below is a list of the development projects included in the baseline for the analyses of topics for which a baseline other than existing conditions is appropriate. The number of the project listed below corresponds to its numbered location on Figure 4.A.1: Location of Baseline and Foreseeable Future Projects. The figure shows the location of baseline projects within the vicinity of the project site. Baseline projects are shown in green. Figure 4.A.1 also corresponds to the locations of projects for which the Planning Department had an application on file, but for which construction had not commenced as of NOP publication of the Proposed Project. Such projects are considered additional reasonably foreseeable future projects and are discussed in cumulative impact analysis below in the “Approach to Cumulative Analysis” on pp. 4.A.12-4.A.18. Cumulative, “foreseeable future” projects are shown in yellow on the figure.

For most environmental topics, projects included in the baseline or cumulative analysis are no greater than an approximate one-half-mile radius from the project site. However, for issues related to transportation and circulation, several projects located within a reasonable distance of the project site (between approximately Interstate 280 [I-280] to the west, Cesar Chavez Street to the south, and Bryant Street to the north) were completed and began operation after traffic counts were taken at the transportation study intersections (these intersections are identified in Section 4.E, Transportation and Circulation, and shown on Figure 4.E.1: Transportation Study Area and Study Intersections, p. 4.E.2). These projects are adding traffic to local roadways and freeway ramps and to the local transit system; therefore, the trips generated by these projects have also been added to existing conditions to provide a final adjusted baseline for the traffic analysis and traffic-related air quality and noise analyses in order to properly reflect conditions against which the Proposed Project will be analyzed. Other projects outside the one-half-mile radius related to sanitary sewer facilities have also been considered in the analysis in Section 4.K, Utilities and Service Systems.



PIER 70 MIXED-USE DISTRICT PROJECT

FIGURE 4.A.1: LOCATION OF BASELINE AND FORESEEABLE FUTURE PROJECTS

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Adjacent Pier 70 Baseline Project

1. 20th Street Historic Core Project, Case No. 2013.1168E:

This project will renovate, remediate, and reuse ten Port-owned historic industrial buildings and develop an outdoor publicly accessible plaza located at Pier 70 along portions of 20th Street between Illinois and Louisiana streets. The ten historic buildings (Buildings 14, 101, 102, 104, 113, 114, 115, 116, 122, and 123) are contributors to the Union Iron Works Historic District, individually eligible historic resources, and historic architectural resources under CEQA. Buildings will be reused as primarily light industrial and commercial uses. The project will add approximately 69,000 gross square feet (gsf) of new building space primarily in interior mezzanines, and remove approximately 5,000 gsf of previous additions to Buildings 104 and 113. Roadway, sidewalk, and parking lot improvements will also occur. In total, this project includes approximately 334,000 gsf of existing and new building space.

Approved and under construction 2014, planned to be operational 2017.

Baseline Projects within Approximately One-Half Mile of the Project Site

2. 1245 Third Street (Public Safety Building):

The project involved the construction of an approximately 285,000-gsf Public Safety Building to house San Francisco Police Department Headquarters-South District Police Station and Fire Station #4.

Constructed 2011 and operational 2015.

3. Bayfront Park:

The project will construct a park from four parcels (P21, P22, P23, and P24) owned by the Port in the Mission Bay Redevelopment Area. P21 and P22 are located east of Terry Francois Boulevard between South and Mariposa streets. P21 is an existing 1.83 acre area featuring a boat launch with a parking lot, and a 300-foot-long portion of the San Francisco Bay Trail. P22 is partially developed by a 990-foot-long, 8-foot-wide continuation of the San Francisco Bay Trail (0.18 acre). An additional 5.22 acres of P22 will be developed (5.4 acres total) to include a new grass lawn and other amenities to complement the existing trail and waterfront. P23 (0.76 acre) and P24 (1.13 acres) are two triangular parcels located west of Terry Francois Boulevard between Mariposa and 16th streets that will be developed into new park spaces.

Approved 2016 and under construction.

4. University of California, San Francisco (UCSF) Medical Center Hospital and Mission Bay Hall:

The UCSF Medical Center Hospital is located in Mission Bay between Third, Fourth, 16th, and Mariposa streets and includes a new 878,000 gsf hospital complex with 289 beds (183 in UCSF Benioff Children's Hospital San Francisco, 36 in UCSF Betty Irene Moore Women's Hospital birth center, and 70 in UCSF Bakar Cancer Hospital). Mission Bay Hall is located at the northwestern corner of Third and 16th streets and includes a seven-floor, 265,000-gsf building for the university's global health programs and offices.

Mission Bay Hall constructed 2013 and operational October 2014, Medical Center Hospital constructed 2010 and operational as of February 2015, after traffic counts were completed for the transportation analysis.

5. **1000 16th Street, Case No. 2003.0527E:**

The mixed-use project includes approximately 453 residential and 39 commercial units with ground-floor retail space, and an approximately 0.9-acre public park.

Constructed 2014 and operational December 2015.

6. **1001 17th Street/140 Pennsylvania Street, Case No. 2011.0187E:**

The project calls for demolition of a two-story warehouse and construction of two new buildings: a mixed-use, 36-unit residential and commercial building at 1001 17th Street and a mixed-use, 12-unit residential and commercial building at 140 Pennsylvania Avenue.

Approved 2013 and operational November 2015.

7. **Mariposa Park:**

The project constructed a 2.38 acre park from of two parcels (P26 and P27) owned by the City in the Mission Bay Redevelopment Area. The park, located north of Mariposa Street between Minnesota Street and I-280, will provide a grass lawn and walking paths, a kids play area, and benches and tables.

Approved 2009 and operational July 2016.

8. **650 Indiana Street, Case No. 2012.1574E:**

The project includes demolition of the existing structures and construction of approximately 114,700 gsf with 111 residential units and approximately 1,900 gsf of ground-floor neighborhood-serving retail uses. The project has two approximately 58-foot-tall, five-story buildings, separated by a mid-block alleyway. The buildings include approximately 79 parking spaces and 103 Class 1 bicycle spaces, as well as building services and storage space. The project also includes construction of an 8,200 gsf public plaza on the portion of 19th Street located west of Indiana Street and streetscape improvements pursuant to the City's Better Streets Plan.

Approved 2014, under construction 2015, planned to be operational 2017.

9. **800 Indiana Street, Case No. 2011.1374E:**

This project includes demolition of the existing two-story industrial warehouse and one-story office and construction of a five-story residential building with 338 dwelling units and up to 230 parking spaces. The project will include 37,775 gsf of publicly accessible open space.

Approved 2015, under construction 2016, planned to be operational 2018.

10. **1201–1225 Tennessee Street, Case No. 2012.0493E:**

The project will demolish the existing commercial building and construct a six-story mixed use building with 259 dwelling units, 2,260 ground-floor retail space, and 147 off-street parking spaces.

Approved 2015 and under construction.

11. **740 Illinois Street/2121 Third Street, Case No. 2010.0094E:**

Under this project, the existing commercial fueling facility was demolished and a new building, with approximately 106 dwelling units and 80 parking spaces, was constructed. The new building is six stories tall and totals approximately 62,516 gsf.

Constructed and operational 2013.

12. 2235 Third Street, Case No. 2002.1302E:

Under this project, two existing vacant buildings totaling about 27,200 gsf were renovated and an approximately 180,000 gsf addition was constructed. The development has approximately 141 dwelling units with 128 off-street parking spaces and approximately 10,000 gsf of ground-floor retail space.

Constructed and operational 2012.

13. 616 20th Street, Case No. 2006.0427E:

This project included demolition of an existing one-story restaurant and construction of 16 dwelling units over a ground-floor restaurant with 11 parking spaces. A portion of the building is in use as the Dogpatch Alternative School [Site 2].

Constructed and operational 2013.

14. 2265 Third Street (Dogpatch Alternative School [Site 1]):

The project conducted tenant improvements to an existing building to facilitate a change in use from retail to school.

Constructed and operational 2013.

15. 851 Tennessee Street, Case No. 2013.0775E:

Under this project new Italian International School facilities were constructed.

Constructed and operational 2013.

This baseline setting is used where relevant in the analyses of the Proposed Project's impacts in the Land Use, Transportation and Circulation, Noise, Air Quality, Wind and Shadow, Recreation (Parks only), and Biological Resources sections presented in Sections B, E, F, G, I, J, and M, respectively, of Chapter 4, Environmental Setting and Impacts.

In addition, the traffic and transit analyses, and the transportation-related analyses in the Noise and Air Quality sections of the EIR (Sections 4.F and 4.G, respectively), account for the following transportation improvements that are under construction or are approved and funded and are expected to be completed and in use by the time the Pier 70 Mixed-Use Development Project is implemented:

- Central Subway (*under construction, planned to be operational 2019*).
- Muni bus route 55 16th Street (*operational January 2015*).
- Mariposa Street infrastructure upgrades and Owens Street extension (part of UCSF Mission Bay Medical Center improvements) consisting of:
 - Owens Street extension between 16th and Mariposa streets to connect with the I-280 ramps;
 - Mariposa Street widening on the north side near the I-280 ramps;
 - Northbound I-280 off-ramp widening at Mariposa Street to better align with Owens Street;
 - Mariposa Street restriping between I-280 off-ramp and Pennsylvania Avenue; and
 - Mariposa Street/I-280 on-ramp intersection signalization.

- Muni bus route 22 Fillmore extension east on 16th Street to Third Street and north on Third Street to a turnaround in Mission Bay, and Muni bus route 33 Stanyan re-routed from Potrero Avenue to provide service on 18th Street presently provided by the 22 Fillmore. (*Planned to be operational 2020.*)
- Transit-only travel lane on 16th Street. (*Planned to be operational 2019.*)
- T Third Muni Metro line short loop on new tracks in Mission Bay around the block of 18th, Illinois, and 19th streets and leading back to Third Street, to allow short runs during peak periods and special events when the Central Subway begins operation extending the T Third north into Chinatown and adding capacity north of the loop.⁴ (*Under construction July 2016, planned to be completed 2018.*)

This baseline, including the development projects and transportation system improvements listed above, added to existing conditions, present a reasonable representation of conditions expected in the project vicinity at the time the Proposed Project is implemented. The Proposed Project's potential traffic and transit impacts, and transportation-related air quality and noise impacts have been analyzed against this baseline rather than to existing land use and transportation conditions to avoid providing misleading information about impacts to the public and decision-makers.

Forecast-based analyses, such as the analyses prepared for Section 4.C, Population and Housing and Section 4.J, Recreation,⁵ relate the Project-generated impacts to the existing conditions as compared to region-wide population and housing projections, rather than the sum of individual development projects to create an updated "baseline." The development projects listed for the baseline conditions are instead already included in forecasts of future growth in population that are the basis for the analyses of population-related impacts and Project-generated demand for various services such as recreational facilities, wastewater facilities, and water supply.

APPROACH TO CUMULATIVE IMPACT ANALYSIS

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. Cumulative impacts are impacts of the project in combination with other closely related past, present, and reasonably foreseeable probable future projects (CEQA Guidelines Section 15355(a)(b)). The following factors are considered to determine the level of cumulative analysis in this EIR:

⁴ The T Third loop has been approved by the SFMTA Board of Directors and is in litigation. Analysis of the baseline conditions assumes that issues are resolved and the loop tracks will be constructed prior to construction of the Proposed Project.

⁵ For the purposes of understanding acreage of open space available at a local level, baseline park and recreation facility projects under construction as of the date of NOP or are approved and are reasonably likely to be completed and occupied or in operation when the Proposed Project is expected to be implemented are considered in Section 4.J, Recreation.

- **Similar Environmental Impacts** – A relevant project contributes to effects on resources that are also affected by a proposed project. A relevant future project is defined as one that is “reasonably foreseeable,” such as a proposed project for which an application has been filed with the approving agency or has approved funding.
- **Geographic Scope and Location** – A relevant project is located within the geographic area within which effects could combine. The geographic scope varies on a resource-by-resource basis. For example, the geographic scope for evaluating cumulative effects to air quality consists of the affected air basin.
- **Timing and Duration of Implementation** – Effects associated with activities for a relevant project (e.g., short-term construction or demolition, or long-term operations) would likely coincide in timing with the related effects of a proposed project.

CEQA Guidelines Section 15130(b)(1) sets forth two primary approaches to the analysis of cumulative impacts. The analysis can be based on (1) a list of past, present, and probable future projects producing related impacts that could combine with those of a proposed project, or (2) a summary of projections contained in a general plan or related planning document. For the purposes of this EIR, past projects are established within existing conditions and present projects approved or under construction but not yet fully operational as of NOP publication are discussed as a part of the baseline as established above. Any additional reasonably foreseeable future projects are considered further in cumulative impact analysis. Cumulative impact analysis in San Francisco generally employs both a list-based approach and a projections approach, depending on which approach best suits the individual resource topic being analyzed.

List-Based Approach

The cumulative analyses for those topics using a list-based approach (such as Noise, and Wind and Shadow) typically consider individual projects from a list of nearby future projects anticipated in the project area. The particular projects to be considered in the cumulative analysis for each topic varies by environmental topic, and is appropriately tailored to the particular environmental topic based on the potential for combined localized environmental impacts under the topic.

Presented below is a numbered list of reasonably foreseeable future projects. Generally, these are projects for which the Planning Department had an application on file as of publication of the NOP for the Proposed Project (May 6, 2015), but for which construction had not commenced as of NOP publication and/or projects that the Planning Department has otherwise determined are reasonably feasible. The number shown for each project listed below corresponds to its numbered location on Figure 4.A.1 on p. 4.A.7. Cumulative projects are shown on the figure in yellow.

Adjacent Pier 70 Foreseeable Future Projects

16. **20th Street Historic Core Building 40 and 117, Case No. 2016-000346ENV.** The project, proposed by the Port in 2015, would add the demolition of Buildings 40 and 117, totaling approximately 40,000 gsf, to the 20th Street Historic Core project.⁶ Building 40 is located north of the Pier 70 Mixed-Use District project site, on the BAE Ship Repair facility site; Building 40 is proposed for demolition because it is located in the alignment of the proposed sidewalk along the frontage of the future Crane Cove Park. Building 117 is located on the Pier 70 Mixed-Use District project site, and abuts the southern boundary of the 20th Street Historic Core site; Building 117 is proposed for demolition as part of the 20th Street Historic Core project to allow the adjacent building (Building 116) located on the 20th Street Historic Core site to be rehabilitated to meet fire code. Both Buildings 40 and 117 are contributors to the Union Iron Works Historic District, individually eligible historic resources, and historic architectural resources under CEQA.
17. **SF Port BAE Lease Renewal, Case No. 2014.0713E.** The project would include renewal of the lease for BAE Ship Repair facility, which calls for the removal of 12 polychlorinated biphenyl electrical transformers and demolition of three buildings: Building 38 (Pipe and Electric Shop), Building 119 (Yard Washroom), and Building 121 (Drydock Office). In addition, the project would demolish Cranes Nos. 2 and 6. The project would involve routine maintenance and repairs approximately for a six-week duration once every 18 months over a seven-year period.
18. **Crane Cove Park, Case No. 2015-001314ENV.** The project includes construction of a new, approximately 9.8-acre shoreline park; an extension of 19th Street for park access and circulation; creation of Georgia Street, which would connect 20th Street to the 19th Street extension; relocation of the BAE Ship Repair site entrance from 20th Street to the terminus of the 19th Street extension and rerouting BAE Ship Repair truck traffic from 20th Street to the 19th Street extension; and street improvements along the eastern side of Illinois Street. Phase 1 of construction, underway in fall 2016, is anticipated to be completed January 2018. Phase 2 is estimated to occur between 2026 and 2028.

Foreseeable Future Projects within Approximately One-Half Mile of the Project Site

19. **Seawall Lot 337/Pier 48 (Mission Rock Development), Case No. 2013.0208E.** The Mission Rock development proposed on Seawall Lot 337 and Pier 48 would include a mixed-use development, including open space, commercial, residential, retail, and parking. The project would have approximately 3,600,000 gsf of development including 1,700,000 gsf of commercial use such as office space, 650 to 1,500 residential units, 150,000 to 250,000 gsf of retail or entertainment use, 700 accessory parking spaces, and a parking structure with 2,300 parking stalls. The project would involve the rehabilitation and reuse of Pier 48.
20. **Golden State Warriors Event Center and Mixed Use Development, Case No. 2014.1441E.** The project will involve construction of a multi-purpose event center

⁶ The Port filed an application to demolish Building 117 on January 7, 2016, Case No. 2016-000346ENV. Any approval of the demolition of Building 117 will undergo appropriate environmental review, as required by CEQA. San Francisco Planning Department, Notification of Project Receiving Environmental Review, Illinois and 20th Streets/Pier 70 ("20th Street Historic Core"), Case No. 2016-000346ENV, September 8, 2016.

and a variety of mixed uses, including office, retail, open space, and structured parking on an approximately 11-acre site within the Mission Bay Redevelopment Plan Area. The proposed event center would host the Golden State Warriors basketball team during the annual National Basketball Association season (generally between October and April), as well as provide a year-round venue for a variety of other uses, including concerts, family shows, other sporting and cultural events, conferences, and conventions.

21. **Mission Bay Ferry Landing.** The project would include construction of a new ferry terminal near 16th Street and Terry Francois Boulevard. The terminal would provide capacity to berth two ferries simultaneously and potentially a nearby water taxi landing to provide regional access to the new UCSF Mission Bay hospital and campus, the Golden State Warriors arena, and the surrounding neighborhoods.
22. **Mariposa Pump Station Interim Repairs, Case No. 2014-002522ENV.** The project will replace an existing 12-inch-diameter sewer pipe with new 24-inch-diameter high-density polyethylene pipe within the same alignment of existing pipe, which runs east-west in the intersection of Terry Francois Boulevard, Mariposa Street, and Illinois Street, on the southern side of a large sub-surface concrete transport/storage sewer box. The project will also replace an existing manhole associated with the Mariposa Pump Station. Proposed modifications to an existing 20-inch force main and the Mariposa Pump Station also include a new 14-inch-diameter force main that will connect the pump station to the existing 20-inch force main.
23. **2420 Third Street, Case No. 2013.0673E.** The project would involve construction of a three-story with mezzanine mixed-use building with nine residential units and one ground-level commercial unit. The project would have no off-street parking and 12 bicycle parking spaces.
24. **645 Texas Street, Case No. 2012.1218E.** The project will involve demolition of two existing one and two-story structures and construction of a new four-story, 94-dwelling unit residential project over 64 off-street parking spaces. The proposed building will be 45 feet in height.
25. **790 Pennsylvania Avenue / 1395 22nd Street, Case No. 2011.0671E.** The project will include construction of a mixed-use building with 251 dwelling units, 29,780 gsf of Production, Distribution, Repair (PDR), and 205 off-street parking spaces.
26. **Potrero Hope SF Master Plan, Case No. 2010.0515E.** The project would involve replacement of 606 units of public housing with 1,400 to 1,700 units of mixed-income, mixed-tenure housing, including 1-to-1 replacement of public housing. The project would also include neighborhood-serving retail, community facilities, parks and open space, and a new street network.
27. **Kansas and Marin Streets Sewer Improvements.** The project would construct a new 18-by-24-by-15-foot transport and storage box to improve the sewer system conveyance from the Islais Creek watershed east of Highway 101 to the Islais Creek transport and storage box. Acquisition of new right-of-way would be required.
28. **595 Mariposa Street, Case No. 2014.1579ENV.** The project would involve building upon an existing surface parking lot and constructing a five-story residential building containing 20 dwelling units with a combination of private and common open space. Net new construction will be 16,757 gsf.

29. **2051 Third Street / 650 Illinois Street, Case No. 2010.0726E.** The project will involve demolition of existing structures and construction of a new six-story, 65.4-foot-tall building with 71,225 gsf of residential (97 dwellings) and 45 off-street parking spaces.
30. **2092 Third Street / 600 18th Street, Case No. 2014.0168E.** The project would involve demolition of the existing buildings and construction of a new six-story, 68-foot-tall (84-foot-tall with mechanical penthouse), 20,540 gsf building consisting of 18 dwelling units, 3,064 gsf of ground-floor retail, 13 parking spaces, and 18 bicycle parking spaces.
31. **2177 Third Street / 590 19th Street, Case No. 2013.0784E.** The project will involve demolition of the two existing industrial/office buildings on the 29,438 gsf subject lot and construction of two seven-story, 68-foot-tall residential buildings. The proposed new buildings will have approximately 154,509 gsf of space and will include 109 dwelling units, 3,143 gsf of ground-floor retail space, and 91 parking spaces. Parking will be provided at the basement level with access from 19th Street. The project will include common open space on a podium level above the parking level and on the roof, with pedestrian bridges connecting the two buildings at each level including the roof.
32. **2146 Third Street, Case No. 2013.1109E.** The project will involve demolition of an existing building and construction of a residential building approximately 12,000 gsf in size and containing seven residential units, ranging approximately 500 to 1,200 gsf in size. The proposed building will be six stories above a basement level and would extend approximately 55 feet in height. Below grade, the project would repurpose the existing basement level as a garage with four parking spaces.
33. **777 Tennessee Street, Case No. 2013.0312E.** The project will involve the demolition of an existing two-story light industrial building and construction of a new multi-family building. The proposed new building will include 59 dwelling units over below-grade parking with 49 off-street parking spaces.
34. **815-825 Tennessee Street, Case No. 2013.0220E.** The project will involve demolition of the two-story, 815-825 Tennessee Street buildings, retaining the brick façade on the corner of Tennessee and 19th streets (listed as a known historic resource in the Central Waterfront Survey), and construction of a new six-story apartment building with subterranean parking using conventional parking and parking stackers. The new building will be 58 feet tall and will have 69 dwelling units and 48-off street parking spaces.
35. **2230 Third Street, Case No. 2013.0531E.** The project would involve demolition of an existing commercial warehouse building and construction of a new seven-story mixed-use commercial and residential building with ground-floor commercial/residential flex space with 37 dwellings units and 23 parking spaces.
36. **2290 Third Street, Case No. 2005.0408E.** The project would involve demolition of an existing one-story commercial building and construction of a six-story, mixed-use building with 80 dwelling units, 80 off-street parking spaces, and approximately 14,000 gsf of ground-floor commercial use.
37. **888 Tennessee Street / 890 Tennessee Street, Case No. 2013.0975E.** The project would involve demolition of an existing two-story building and construction of two four-story residential-over-retail building containing 110 dwelling units, 3,800 gsf of retail use, and 10,073 gsf of courtyard open space. The new building would include a 35,752-gsf below-grade parking garage with 93 off-street parking spaces.

38. **901 Tennessee Street, Case No. 2013.0321E.** The project will include demolition of an existing one-story warehouse and construction of a new four-story residential building. The building will consist of four residential levels with 39 dwelling units over a basement level with mechanical spaces and 30 off-street parking spaces.

Projections Approach

The cumulative analysis in Section 4.C, Population and Housing, relies on population forecasts presented in Association of Bay Area Government (ABAG) Citywide growth in *Projections 2013*. ABAG forecasts account for San Francisco County Priority Development Area Projects that are currently in various stages of the entitlement process, construction, and occupation.⁷ Cumulative analysis in Section 4.J, Recreation also relies on ABAG's *Projections 2013* to estimate population forecasts and demand on open space and recreation facilities, but includes list-based cumulative projects of proposed future public open space relevant to the local cumulative setting.

The cumulative analysis in Section 4.E, Transportation and Circulation, relies on a Citywide growth projection model provided by the San Francisco County Transportation Authority known as the SF-CHAMP travel demand model that projects reasonably foreseeable growth in 2040 based on known and forecast development. SF-CHAMP encompasses adopted area plans and many individual projects anticipated in the project vicinity. The projections model includes many of the larger, individual projects and applies a quantitative growth factor to account for other growth that may occur. Several area plans have identified the southeastern part of the San Francisco as the location for substantial future growth in housing and employment. Examples of projects that are accounted for in the growth forecast are described in the "List-Based Approach" as well as area plans such as the *Eastern Neighborhoods Plan*, *Western SOMA Community Plan*, *Mission Bay Redevelopment Plan*, and the *Central SOMA Plan*.

The *Eastern Neighborhoods Plan* includes four area plans: the *Central Waterfront Area Plan* (which includes the project site); the *Showplace Square / Potrero Area Plan* (west of the I-280 Freeway); the *Mission Area Plan* (west of Potrero Avenue); and the *East SOMA Area Plan* (north of Mission Bay). The rezoning under the *Eastern Neighborhoods Plan* would increase the potential for residential development on infill sites in the Eastern Neighborhoods over what would have been available under the previous zoning between approximately 7,400 units to 9,900 units. The rezoning would also result in a net increase of non-residential space (excluding PDR loss) by about 3,200,000 to 6,600,000 gsf and decrease the potential sites available for PDR growth compared to previous zoning.

⁷ A Priority Development Area is an infill location of at least 100 acres served by transit that is designated for compact land development, along with investments in community improvements and infrastructure.

The 303-acre *Mission Bay Redevelopment Plan* area is north of the project site. The plan was adopted in 1998. It envisioned a mixed-use, transit-oriented neighborhood that would include 6,000 housing units, 4.4 million gsf of office/research/commercial space, 500,000 gsf of retail space, public parks, a school, a library, a fire station, and a UCSF research campus, generally bounded by Mariposa, Owens, and Illinois streets and Mission Bay Boulevard South. The Mission Bay UCSF campus within Mission Bay is also the subject of a *UCSF Long Range Development Plan*. Much of the *Mission Bay Redevelopment Plan* has been built out over the last 17 years since adoption of the plan.

The *Central SOMA Plan (Central Corridor Plan)* is a draft plan, originally published in 2013 and revised in August 2016, that envisions substantial transit-oriented growth south of Market Street bounded by Second Street in the east, Sixth Street in the west, Townsend Street to the south, and an irregular northern border that follows south of Folsom Street, south of Clementina Street between Fourth and Fifth streets, generally south of Natoma Street between Fifth and Sixth streets, and along the eastern boundary of Sixth Street north to Stevenson Street. This area includes portions of the Downtown and Mission Bay areas, and has access to diverse transit options. The plan calls for an increase in the growth potential from 8,225 residential units and 3,827,445 gsf of commercial use under existing zoning, to 11,715 residential units and 9,391,145 gsf of commercial use, respectively. The *Central SOMA Plan* may be adopted as early as fall 2017.