



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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

The project site (Crane Cove) is an approximately 11-acre area located at Pier 70 in San Francisco's Potrero Hill neighborhood and within the Central Waterfront area of the Eastern Neighborhoods Area Plans. The general boundaries of the project site are Illinois Street to the west, San Francisco Bay (Bay) to the east, Mariposa Street to the north, and 19th Street to the south. The project site includes six buildings (Buildings 49, 30, 50, 110, 248, 249) and a portion of Building 109 (Building 109 West), Slipways 1 through 4, and Cranes 30 and 14. The majority of the project site (south and east of Building 49) is located within the boundaries of the Union Iron Works National Register Historic District.

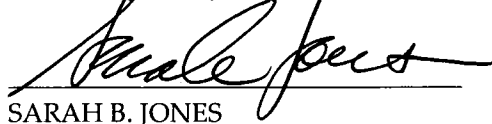
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EXEMPT STATUS

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 SARAH B. JONES

Environmental Review Officer

October 5, 2015
 Date

cc: David Beaupre, Project Sponsor; Supervisor Malia Cohen, District 10; Rich Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

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

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

Several circulation and access improvements would be made to support the new park. The 19th Street extension would include a 15-foot shared-use bicycle/pedestrian path on the north side and a 10-foot sidewalk on the south side, two 12-foot travel lanes, street lighting, and utilities, and a 22-foot curb cut to provide vehicle access to the proposed parking for the park in Building 109 West. A new street (Georgia Street) would be constructed and include a 8- to 12-foot-wide sidewalk on the east side and a 14- to 16-foot wide shared use bicycle/pedestrian pathway on the east side, two 13-foot-wide travel lanes, street lighting, and utilities. The new intersection of Georgia Street and 20th Street would consist of stop control only for the southbound direction of 20th Street. Americans with Disabilities Act (ADA)-compliant curb ramps would be provided at the new crosswalk to be installed across the new north leg of Georgia Street. Also, the new intersection of Georgia Street and the 19th Street extension would form a three-way intersection consisting of all-way stop control and crosswalks with ADA-compliant curb ramps across all intersection approaches. The BAE Shipyard entrance would be moved approximately 100 feet north of the existing entrance to the terminus of the 19th Street extension and BAE Shipyard truck traffic would be rerouted from 20th Street to the 19th Street extension. A portion of the fence along Illinois Street would be removed to accommodate the 19th Street extension. A new 12-foot sidewalk would be provided along Illinois Street between 18th and 19th Street on the eastern side of the Illinois Street fence (within Port property). The existing sidewalk along Illinois between 18th and Mariposa Streets would be expanded to 12 feet. On-street parking along Illinois Street between 18th and 19th will not change with the proposed project; however curb parking between Mariposa Street and 18th Street would be modified to parallel parking.

The intersection at 19th and Illinois streets is currently a three-way intersection and the proposed project would turn this intersection into a four-way intersection. The proposed project would involve the installation of a stop control at this intersection for both the existing eastbound and proposed westbound direction of 19th Street. Additionally, if the proposed project is approved and constructed prior to the San Francisco Municipal Transportation Agency (SFMTA) Mission Bay Loop Project, the project would involve the installation of two new crosswalks across the south and west legs of the 19th Street and Illinois

Street intersection and the installation of ADA-compliant curb ramps serving these new crosswalks. The intersection at 18th and Illinois streets is currently a three-way intersection. The proposed project would require the three existing curb cuts along Illinois to be consolidated into a 22-foot curb cut at the 18th Street and Illinois Street intersection to allow vehicular access to the boat loading/unloading area next to Building 49. If the proposed project is approved and constructed prior to the SFMTA Mission Bay Loop Project, the project would involve the consolidation of the curb cuts and the installation of three new crosswalks at 18th Street and Illinois Street and the and the installation of ADA-compliant curb ramps serving these new crosswalks. In addition, the Crane Cove Project would construct ADA curb ramps and crosswalks across the remaining legs of the 18th Street/Illinois Street and 19th Street /Illinois Street intersections that are not a part of the Mission Bay Loop Project.

Construction of the proposed project is anticipated to occur in two phases, with the first phase lasting approximately 16 months and the second phase lasting approximately 12 months. Phase I would involve the construction of the majority of Crane Cove Park with the exception of improvements at Slipways 1 through 3 and the renovation of Buildings 10 and 109 West, and it would involve construction of the 19th Street extension, Georgia Street, and Illinois Street improvements. Construction of the project would require excavation between two to six feet below ground surface and approximately 9,800 cubic yards of excavation primarily at the shoreline areas to create a new sandy shoreline at the northern shoreline and a revegetated shoreline at Slipways 2 and 3.

PROJECT APPROVAL

The Approval Action for the proposed project would be approval by the San Francisco Port Commission of Port projects including the proposed project in the amount of \$8.7 million in the fourth and final sale of the 2008 Clean and Safe Neighborhood Parks General Obligation Bond. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the proposed project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{2,3}

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

¹ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

² San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

³ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at the Crane Cove project site at Pier 70 is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed Crane Cove Park project, and identified the mitigation measures applicable to the Crane Cove Park project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} The Eastern Neighborhoods PEIR identified the area east of Illinois Street and north of 20th Street at Pier 70, which includes the project site, to be potentially rezoned to a special Pier 70 Mixed-Use District which would “allow the flexibility to create a mix of arts-oriented, light industrial, research and development, institutional, and entertainment activities.”⁶ Additionally, the Eastern Neighborhoods PEIR noted that the Central Waterfront Area Plan “identifies specific sites for possible private or public acquisition and improvement including Pier 70 at the end of 18th Street...”, which is where the project site is located, for open space.⁷ Therefore, no further CEQA evaluation for the Crane Cove Park project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

To the east of the project site is a ship repair facility (BAE Shipyard) operating under a lease with the Port of San Francisco by BAE Systems. To the north of the site are commercial uses, including the Kneass building and Ramp Restaurant, and recreational boating uses. To the east is a mixture of residential, commercial, educational and PDR uses. The area to the south is the 20th Street Historic Core of Pier 70 (aka Orton), which is currently being redeveloped with office, commercial and light industrial uses. Further south is the Pier 70 Mixed-Use District project site, where new residential, commercial-office and retail-light industrial-arts uses are being proposed.

There are various public transportation options within a half mile of the project site. The San Francisco Municipal Railway (Muni) operates lightrail service along 3rd Street, which is one block west of the project site. Muni also operates buses that run on 18th, Tennessee, 20th, Illinois, 22nd, and Pennsylvania streets, and the Caltrain 22nd Street Station is located at 22nd and Iowa streets.

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Crane Cove Park, July 30, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

⁵ Elizabeth Watty, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, Crane Cove Park, August 13, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-001314ENV.

⁶ Eastern Neighborhoods PEIR, p. 79. Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>.

⁷ Ibid, p. 377.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed Crane Cove Park project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed Crane Cove Park project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. Implementation of the proposed project would result in the net loss of approximately 4,050 square feet of inactive PDR building space (currently vacant) and approximately 37,340 square feet of active PDR uses; this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. In regards to historic architectural resources, the proposed demolition of two contributing buildings to the Union Iron Works National Register Historic District would not cause a significant adverse impact upon on a qualified historic resource and the proposed design features would be meet the Secretary of the Interior's Standards for Rehabilitation. Since the proposed project would not adversely affect any of the character-defining features of the Historic District, it would not contribute to the significant historic resource impact identified in the PEIR. Implementation of the proposed project would contribute over five percent of traffic volumes at the intersection of 20th and Illinois streets, which is anticipated to operate at a Level of Service F under 2040 cumulative conditions; this would contribute considerably to the significant cumulative traffic impact that was identified in the Eastern Neighborhoods PEIR. The proposed project would not contribute to significant and unavoidable shadow impacts since the proposed project would not involve the development of new buildings or any new structures above 40 feet in height.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. Table 1 below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Applicable: pile driving proposed	The project sponsor has agreed to implement noise and vibration attenuation measures associated with pile driving during construction

Mitigation Measure	Applicability	Compliance
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: noise-sensitive uses not proposed	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: noise-sensitive uses not proposed	N/A
F-5: Siting of Noise-Generating Uses	Not Applicable: noise-generating uses not proposed	N/A
F-6: Open Space in Noisy Environments	Not Applicable: private open space not proposed	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: superseded by Dust Control Ordinance and project site not located within an Air Pollutant Exposure Zone	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: Sensitive Land Use not proposed	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed project would not emit substantial levels of DPM	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed project would not emit other TACs	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: project site is not within this mitigation area	N/A
J-2: Properties with no Previous Studies	Applicable: soil disturbance to approximately 6 feet below ground surface proposed in this mitigation area	The project sponsor has agreed to implement the Planning Department's Second Standard Mitigation Measure (Archeological Monitoring).
J-3: Mission Dolores Archeological District	Not Applicable: project site is not within this mitigation area	N/A
K. Historical Resources		

Mitigation Measure	Applicability	Compliance
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: project includes demolition of two structures	The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of.
E. Transportation		
E-1: Traffic Signal Installation	Applicable: project would contribute over five percent of traffic volumes at the intersection of 20 th and Illinois streets, which is anticipated to operate at a Level of Service F under 2040 cumulative conditions	The project sponsor has agreed to pay its fair share contribution for the installation of a traffic signal at 20 th and Illinois Streets.
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA	N/A
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA &	N/A

Mitigation Measure	Applicability	Compliance
	Planning Department	
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on June 25, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. One comment letter and a phone call was received. Concerns raised by the public pertaining to the environmental effects of the proposed project include pedestrian circulation and access to the proposed park. These concerns are addressed in the Transportation and Circulation section of the CPE checklist. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁸:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;

⁸ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2015-001314ENV.

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Historic Resource Evaluation Response

Case No.: 2015-001314ENV
Project Address: Pier 70 Crane Cove Park
Zoning: M-2 (Heavy Industrial) Zoning District
40-X Height and Bulk District
Block/Lot: 4046/001 and 9900/068
Date of Review: September 15, 2015

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PART II: PROJECT EVALUATION

PRE-EXISTING HISTORIC RATING / SURVEY

On April 17, 2014, Pier 70 was listed in the National Register of Historic Places (National Register) as part of the "Union Iron Works Historic District." The Union Iron Works Historic District is significant under National Register Criterion A (Events) and Criterion C (Design/Construction) within the areas of maritime industry and industrial architecture. This district is significant at the national level under for its association with the development of steel shipbuilding in the United States. Union Iron Works is significant for its pioneering technological developments in shipbuilding, and the production of significant wartime vessels. The historic district is also significant as a physical record of the trends in industrial architecture from the late 19th-century through World War II. The period of significance begins in 1884, with the construction of the shipyard, and ends in 1945 at the close of World War II, when the yard was at its greatest build-out.

• This historic district contains:

- 38 Contributing Buildings (Building 2, 6, 11, 12, 14, 15, 16, 19, 21, 25, 30, 32, 36, 38, 40, 49, 50, 58, 64, 66, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 113/114 (includes Building 23 and 24), 115/116, 117, 119, 120, 121, 122, and 123)
- 4 Non-Contributing Buildings (Building 41, 68, 127, and 141)
- 2 Contributing Sites (Irish Hill Remnant and Site of Slips 1, 2, and 3)
- 4 Contributing Structures (Slip No. 4; Cranes 14 and 30; Whirley Crane 27; and, Pier 68 Highwater Platform)
- 6 Non-Contributing Structures (Wharves 1, 3 and 4; Drydocks 2 and Eureka; Pier 70 Wharves 6, 7, and 8; Slips 5-8 Remnants; 20th Street Paving Stones; and, Rail Spur Remnants)

Other significant features include the fence on 20th and Illinois Streets.

The character-defining features of the historic district include:

- Waterfront location/shoreline
- Minimal planted vegetation
- Open areas that are either paved with asphalt or covered with gravel
- Streets that are improved without curbs and gutters, except for 20th Street, which has granite curbs
- Dense urban-industrial character
- Variation in materials, styles, rooflines, and window types
- Variation in height and scale, with resources that range from one to six stories (80 feet) in height, some with large footprints of 60,000 to 100,000 square feet.
- Certain groupings of buildings, such as the entry promenade along 20th Street and the Building 12 complex
- Features such as cranes, wharves and piers
- Ship repair activities
- Yard layout and plan

Any resource listed in the National Register is automatically designated in the California Register of Historical Resources (California Register).

Based on its designation in the California Register, Pier 70 is considered a "Category A - Historical Resources" for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

PROPOSED PROJECT

Demolition

Alteration

New Construction

PER DRAWINGS DATED:

n/a

PROJECT DESCRIPTION

The proposed project (Crane Cove Park) entails the creation of a nine-acre waterfront park that overlaps with the Union Iron Works Historic District. Generally, the park is bound by Illinois Street on the west, an eastward extension of 19th Street on the south, and the existing ship repair facility on the east. On the north, the park extends around a trapezoidal parcel containing the Kneass Building (which is outside the park boundary), terminating at the south edge of the building at 855 Terry A Francois Boulevard (The Ramp Restaurant). The northern portion of the park is outside the UIW Historic District. Currently, the district boundary extends along the northern side of Building 49 then runs northeasterly to the bay. The park will be constructed in at least two phases.

Crane Cove Park will consist of five sub-areas:

- *Northern Shoreline and Uplands:* The existing shoreline consisting of formed and dumped concrete will be replaced with a sandy shoreline edge to allow access to the bay for human powered boaters. Additional elements of the northern shoreline area include: a new pile-supported look

out pier; a seating area just south of the Ramp Restaurant; a shoreline path; a formal and informal children's play area; native planting areas and lawn; and vehicle drop off/pick up area for boaters with small water craft.

- *Open Green:* The portion of the site along Illinois street between 18th and 19th Streets will be transformed into a multi-purpose lawn. To accommodate access, the lawn will be graded so as to match the grade of Illinois Street on the west and slope downward in the eastward direction to match the elevation of the slipway. At 19th Street, Illinois Street is currently 8-feet above the proposed lawn site.
- *Keel Park:* Slip No. 4 will be rehabilitated and adapted into a public plaza.
- *19th Street Entry and Crane Plaza:* 19th Street will be extended eastward to serve as the primary park and vehicular entry. Along the northern side of the 19th Street extension, a plaza will step down to the inshore end of Slip No. 4. The stepped plaza is intended to provide a variety of seating areas, some of which will be defined by reusing concrete cribbage and keel blocks that formerly occupied Slip No. 4.
- *Slipways 1-3:* In Phase 2 of the project, the former slipways will be converted to a shoreline park characterized by native plantings and informal pathways. A former welding pad along the eastern edge of Slip No. 4 will be converted to a patio/sun deck area.

The project proposes the following treatments to contributing resources within the Union Iron Works Historic District:

- **Building 30 (Template Warehouse)** will be demolished.
- **Building 49 (Galvanizing Shop)** will be rehabilitated and adapted for reuse as an aquatic center for human powered boating, boat storage and public restrooms.
- **Building 50 (Substation No. 2)** will be demolished.
- The western portion of **Building 109 (Plate Shop No. 1)**, which does not have walls on the south, west and east sides, will be rehabilitated to accommodate vehicle parking, site interpretation and a park pavilion. The eastern portion of Building 109 is outside the project boundary and not part of the Crane Cove Park. No change to that portion of the building is proposed.
- **Building 110 (Yard Washroom/Locker Room)** will be shuttered until Phase 2 of the project. Shuttering will entail boarding up the exterior of all windows and doors to prevent entry to the building. In Phase 2 of the project, the building will be rehabilitated and adapted for reuse as a restaurant or café with park restrooms.
- **Slip No. 4** will be resurfaced and used as a paved plaza space. This space will accommodate a significant historic interpretive program, including demarcation of the silhouettes of two major historic ships built at the slipway.
- **Cranes 14 and 30** will be stabilized and retained on-site. Crane 14 will be moved towards the outshore end of Slip No. 4, to a position that aligns with 19th Street.
- The **freight and crane rail lines** will be retained, where covered by soil or asphalt, exposed.

- The iron fence along Illinois Street will be repaired in place. Rehabilitation of the fence will include removing non-historic attachments, repairing broken fasteners, repairing deformed sections, and replacing missing finials. The fence will also be repainted. A portion of the fence will be removed to accommodate the eastward extension of 19th Street into the property. The existing gate near Building 49 will be retained.
- During Phase 2 of the project, the site of Slips 1, 2 and 3 will be used to accommodate an informal shoreline park area. This area will be characterized by native plantings with informal pathways that provide public access to interpreted historic ship building relics.

To assist in the evaluation of the historic district, Architectural Resources Group, a historic preservation consultant, prepared an *Historic Resource Evaluation, Crane Cove Park, San Francisco* (dated August 2015) for the proposed project.

PROJECT EVALUATION

If the property has been determined to be a historic resource, please check whether the proposed project would materially impair the resource and identify any modifications to the proposed project that may reduce or avoid impacts.

Subject Property/Historic Resource:

- The project will not cause a significant adverse impact to the historic resource as proposed.
- The project will cause a significant adverse impact to the historic resource as proposed.

Department staff finds that the demolition of two contributing buildings within the Union Iron Works Historic District would not cause a significant adverse impact upon any qualified historic resource. The district would retain a high number of contributing resources, and many of the demolished buildings are ancillary and/or repetitive relative to the district's history and significance. The Department also finds that the rehabilitation of the contributing resources, including Buildings 49, 109, 110, Slip No. 4, and Cranes 14 and 30, would meet the Secretary of the Interior's Standards for Rehabilitation. Further, the new construction anticipated for the project site would have a less-than-significant impact upon the larger historic district, since the new construction would be appropriately designed to preserve the district's character-defining feature, while also accommodating for new design features. Overall, the Department concurs with the provided consultant report, its analysis and conclusions.

Project-Specific Impacts

As noted within the consultant report:

...the Crane Cove Park design does not adversely affect any of the character-defining features identified in the NR Nomination for the UIW Historic District as a whole. Indeed, the project will make many of those character-defining features more visible to, and more easily appreciated by, the public. As a result, the design of the park as a whole is in conformance with the Secretary of the Interior's Standards for Rehabilitation.

As noted within the consultant report, the project is consistent with the Secretary of the Interior' Standards for Rehabilitation. The Department concurs with this analysis and incorporates this report and its conclusions by reference.


Cumulative Impact-Demolition within Union Iron Works Historic District:

This Historic Resource Evaluation Report incorporates by reference the cumulative impact analysis provided in the Historic Resource Evaluation Response for the Pier 70 BAE Ship Repair Project (Case No. 2014.0713E). This analysis examined the demolition of the contributing resources planned for all current and future projects within the Union Iron Works Historic District. As previously noted, the collective anticipated demolitions planned within the Union Iron Works Historic District would not impair the integrity of the surrounding district. Therefore, the project would result in a less-than-significant cumulative impact upon historic resources present on the project site.

Summary

As currently proposed, the project will have a less-than-significant impact upon a historic resource, as defined by CEQA.

PART II: SENIOR PRESERVATION PLANNER REVIEW

Signature: 
Tina Tam, Senior Preservation Planner

Date: 9/15/2015

cc: Melinda Hue, Environmental Planning
I:\Cases\2015\2015-001314ENV

IMAGES



Aerial View, Pier 70
(Source: Google Maps, 2015; Accessed August 13, 2015)

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 (Including the Text of the Mitigation Measures and Proposed Improvement Measures)**

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MITIGATION MEASURES				
F. Noise				
<p><i>Project Mitigation Measure 3: Construction Noise (Mitigation Measure F-1 in the Eastern Neighborhoods PEIR)</i></p> <p>For subsequent development projects within proximity to noise-sensitive uses that would include pile-driving, individual project sponsors shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.</p>	Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.	During construction	Each Project Sponsor to provide Planning Department with monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.
<p><i>Project Mitigation Measure 4: Construction Noise (Mitigation Measure F-2 in the Eastern Neighborhoods PEIR)</i></p> <p>Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing 	Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.	During construction	Each Project Sponsor to provide Planning Department with monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.

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sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.				
J. Archeological Resources <i>Project Mitigation Measure 1: Archeological Monitoring (Mitigation Measure J-2 in the Eastern Neighborhoods PEIR)</i> Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of <i>construction</i> can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c). <i>Archeological monitoring program (AMP).</i> The archeological monitoring program shall minimally include the following provisions: <ul style="list-style-type: none"> ▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities 	The Project Sponsor	Prior to issuance of grading or building permits	Project Sponsor shall retain archeological consultant to undertake archeological monitoring program in consultation with ERO.	Complete when Project Sponsor retains qualified archeological consultant.
	The Project Sponsor and archaeological consultant	Prior to any soils disturbance	Consultation with ERO on scope of AMP	After consultation with and approval by ERO of AMP.

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<p>pose to archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis <p>If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.</p>	<p>The archaeological consultant, Project Sponsor and project contractor.</p>	<p>Monitoring of soils disturbing activities.</p>	<p>Archaeological consultant to monitor soils disturbing activities specified in AMP and immediately notify the ERO of any encountered archaeological resource.</p>	<p>Considered complete upon completion of AMP.</p>
<p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. 	<p>ERO, archaeological consultant, and Project Sponsor.</p>	<p>Following discovery of significant archaeological resource that could be adversely affected by project.</p>	<p>Redesign of project to avoid adverse effect or undertaking of archaeological data recovery program.</p>	<p>Considered complete upon avoidance of adverse effect</p>

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<p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements</p> <ul style="list-style-type: none"> ▪ Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. ▪ Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. ▪ Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. ▪ Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ Final Report. Description of proposed report format and distribution of results. ▪ Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 	<p>Archaeological consultant in consultation with ERO</p>	<p>After determination by ERO that an archaeological data recovery program is required</p>	<p>Archaeological consultant to prepare an ADRP in consultation with ERO</p>	<p>Considered complete upon approval of ADRP by ERO.</p>

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<p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.</p>	<p>Archaeological consultant or medical examiner</p> <p>Archaeological consultant</p>	<p>Discovery of human remains</p> <p>Following completion of cataloguing, analysis, and interpretation of recovered archaeological data.</p>	<p>Notification of County/City Coroner and, as warranted, notification of NAHC.</p> <p>Preparation of FARR</p>	<p>Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, and that sufficient opportunity has been provided to the archaeological consultant for scientific/historical analysis of remains/funerary objects.</p> <p>FARR is complete on review and approval of ERO</p>
L. Hazardous Materials				
<p><i>Project Mitigation Measure 5: Hazardous Building Materials (Mitigation Measure L-1 in the Eastern Neighborhoods PEIR)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning</p>	<p>Prior to approval of each subsequent project, through Mitigation Plan.</p>	<p>Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.</p>	<p>Considered complete upon approval of each subsequent project.</p>

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E. Transportation				
<p><i>Project Mitigation 2: Traffic Signal Installation (Mitigation Measure E-1 in the Eastern Neighborhoods PEIR)</i></p> <p>To mitigate the 2025 No Project traffic impacts, a To mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, an upgraded traffic signal would need to be installed at this intersection. With this new signal, the average vehicle delay would decrease, and the intersection would operate at LOS F during the weekday PM peak hour and LOS D during the weekday MID peak hour. The LOS F condition is due to a number of proposed developments in the immediate vicinity of this intersection, most noticeably at Pier 70, that would contribute to growth in future traffic volumes and increased delays. Installation of a traffic signal at the intersection of 20th and Illinois Streets could be linked to these and other proposed development projects.</p> <p>The project sponsor shall pay their fair share contribution to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets. The amount and schedule for payment of the proposed project's fair share contribution to the mitigation shall be determined by SFMTA.</p>	San Francisco Municipal Transportation Agency (SFMTA); project sponsor; Port of San Francisco.	To be determined by SFMTA.	SFMTA; Port of San Francisco.	Upon Signalization.
IMPROVEMENT MEASURES				
<p><i>Project Improvement Measure 1: Monitoring and Abatement of Queues</i></p> <p>It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include but are not limited to the following:</p>	Project Sponsor; Owner or Operator of the parking facility	Ongoing during parking operations	Port of San Francisco	Ongoing during parking operations

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<p>redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>				
<p><i>Project Improvement Measure 2: Installation of Traffic Calming Devices at Parking Lot Exiting Lane</i></p> <p>It shall be the responsibility of the owner/operator to install appropriate traffic calming devices (e.g., speed bump, rumble strips, “slow speed” signage, etc.) at the exiting travel lane along the garage driveway to reduce vehicle speeds of exiting vehicles traveling out of the parking lot and to further reduce and/or eliminate potential vehicle-pedestrian conflicts.</p>	Project sponsor; Owner or Operator of the parking facility	Design measures to be incorporated into project design; prior to issuance of a building permit.	Port of San Francisco: Planning Department; Department of Public Works (DPW); SFMTA	Considered complete upon installation and implementation of traffic calming features
<p><i>Project Improvement Measure 3: Convert On-Street Parking Spaces and Install Freight/Delivery Loading Zone along Illinois Street</i></p> <p>To reduce the potential for parking of freight/delivery vehicles within the travel lane adjacent to the curb lane on Illinois or 19th Street (in the event that the on-street parking spaces are occupied), the Project Sponsor shall seek approval from the SFMTA to convert two (2) regular, on-street parking spaces to yellow-striped loading parking spaces. The location of these two spaces shall be located along the east side of Illinois Street, adjacent to the project site.</p>	Project sponsor.	Loading zone to be incorporated into project design; prior to issuance of a building permit.	Port of San Francisco: Planning Department; Department of Public Works (DPW); SFMTA	Considered complete upon installation and implementation of loading zone

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<p><i>Project Improvement Measure 4: Coordination of Freight/Loading Activities for Park and Park Related Retail</i></p> <p>To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Illinois or 19th Street or during peak commute periods (between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m.), freight/loading activities shall be scheduled and coordinated through Port of San Francisco staff and shall be restricted to occur between the hours of 9:00 a.m. and 4:00 p.m., and no deliveries shall occur between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m.</p> <p>The Project Sponsor shall enforce strict truck size regulations for use of the on-street loading spaces in the proposed freight/delivery loading area. Truck lengths exceeding 40 feet shall be prohibited from entering the loading zone and shall utilize other on-street parking spaces, if available. The Project Sponsor shall notify Port of San Francisco staff, and café tenants of imposed truck size limits in the proposed freight loading area.</p> <p>In the event freight/delivery vehicles exceed the 40-foot length and are in need to occupy the recommended the on-street loading space (see improvement measure above), appropriate traffic control measures shall be enforced to avoid and/or eliminate any conflicts with moving vehicles or other users along Illinois Street or sidewalk areas adjacent to the project site. Such measures shall include but not limited flaggers, cones, and signage to notify drivers and others of freight/delivery activities</p>	Project sponsor; building tenant(s)	Ongoing during building operations for oversized delivery vehicles or during higher volumes of pedestrian or bicycle activity in the project area.	Port of San Francisco.	Ongoing during building operations.
<p><i>Project Improvement Measure 5: Construction Truck Deliveries During Off-Peak Periods</i></p> <p>Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.</p> <p>As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize</p>	Project sponsor; Project contractor(s)	Prior to construction activity.	Port of San Francisco	Upon completion of project construction

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cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.				
<p><i>Project Improvement Measure 6: Construction Management Plan</i></p> <p>In addition to items required in the Construction Management Plan, the project sponsor shall include the following:</p> <ul style="list-style-type: none"> • Carpool and Transit Access for Construction Workers – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts. • Project Construction Updates – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. 	Project sponsor; Project contractor(s)	Prior to construction activity.	Port of San Francisco	Upon completion of project construction