

Appendix A

Notice of Preparation and Scoping Comments

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A-1 Notice of Preparation



SAN FRANCISCO PLANNING DEPARTMENT

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

Date: November 1, 2017
Case No.: 2017-011878ENV
Project Title: **Potrero Power Station Mixed-Use Development Project**
Zoning: M-2 (Heavy Industrial) and
PDR 1-G (Production, Distribution and Repair - General)
40-X and 65-X Height District
Block/Lot: Assessor's Block 4175/Lot 002, Block 4175/Lot 017, Block 4175/Lot 018,
Block 4232/Lot 001, Block 4232/Lot 006; and non-assessed Port and
City/County of San Francisco properties
Lot Size: Approximately 29.0 acres (1,262,300 square feet)
Project Sponsor: California Barrel Company LLC
Erin Epperson - (415) 796-8945
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Lead Agency: San Francisco Planning Department
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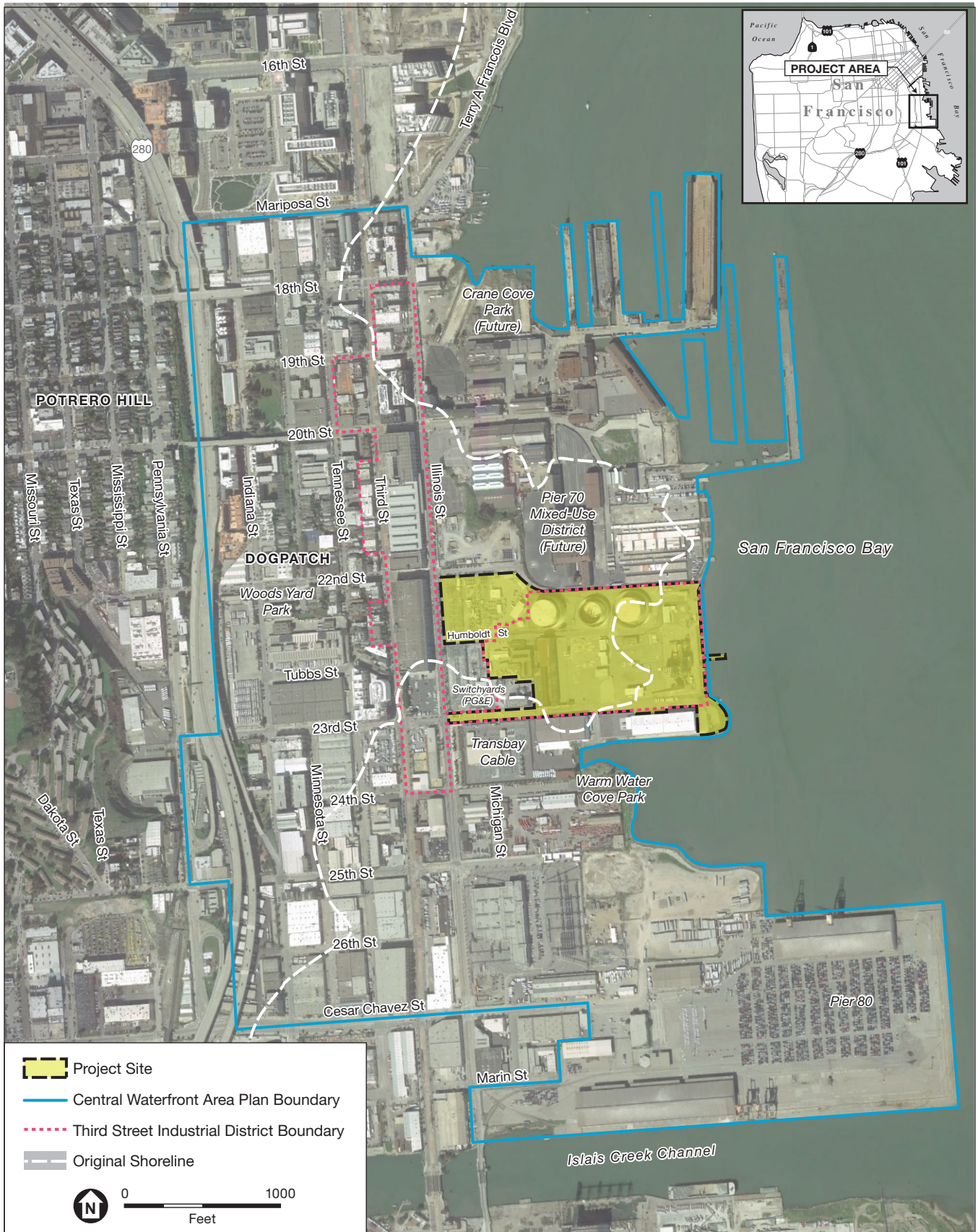
The San Francisco Planning Department has prepared this Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in connection with the project listed above. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The San Francisco Planning Department is issuing this NOP to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR. This NOP is also available online at: <http://sf-planning.org/environmental-impact-reports-negative-declarations>. The Planning Department also hereby gives notice of a public scoping meeting on this project.

PROJECT OVERVIEW

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

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

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SOURCE: Google Earth; ESA, 2017

Potrero Power Station Mixed-Use Development Project

Figure 1
Project Location

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

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

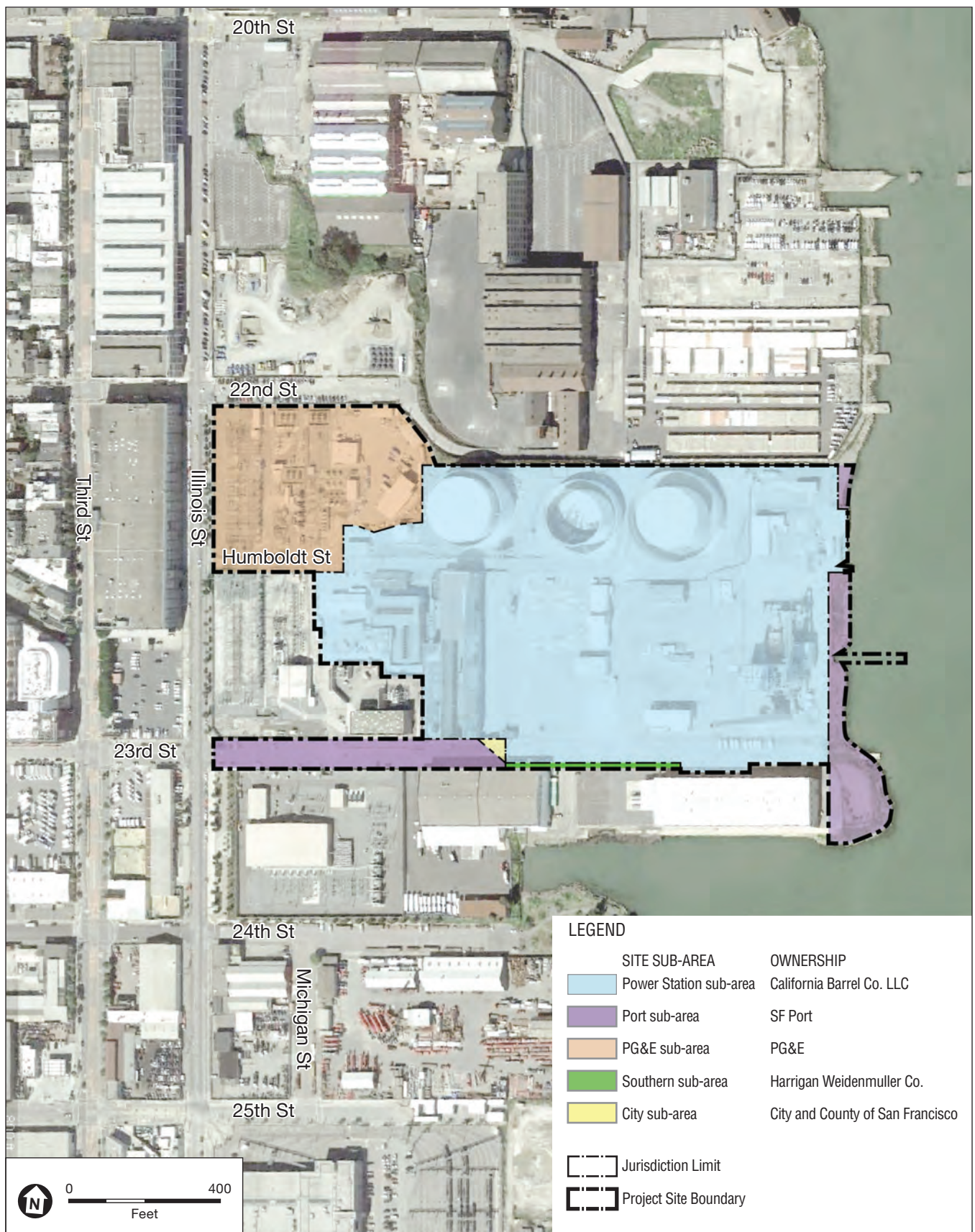
The proposed project would include transportation and circulation improvements, shoreline improvements, and utilities infrastructure improvements. Transportation and circulation improvements include creating a continuous street network, connecting to the Pier 70 Mixed-Use District Project directly north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

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

PROJECT LOCATION

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

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



SOURCE: Perkins+Will, 2017

Potrero Power Station Mixed-Use Development Project

Figure 2
Project Site Sub-Areas and Ownership

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

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

EXISTING LAND USES AND SITE HISTORY

Existing Site Characteristics and Adjacent Uses

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

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

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

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

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



SOURCE: Perkins+Will, 2017

Potrero Power Station Mixed-Use Development Project

Figure 3
Existing Structures on Project Site

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

Zoning and Land Use Designations

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

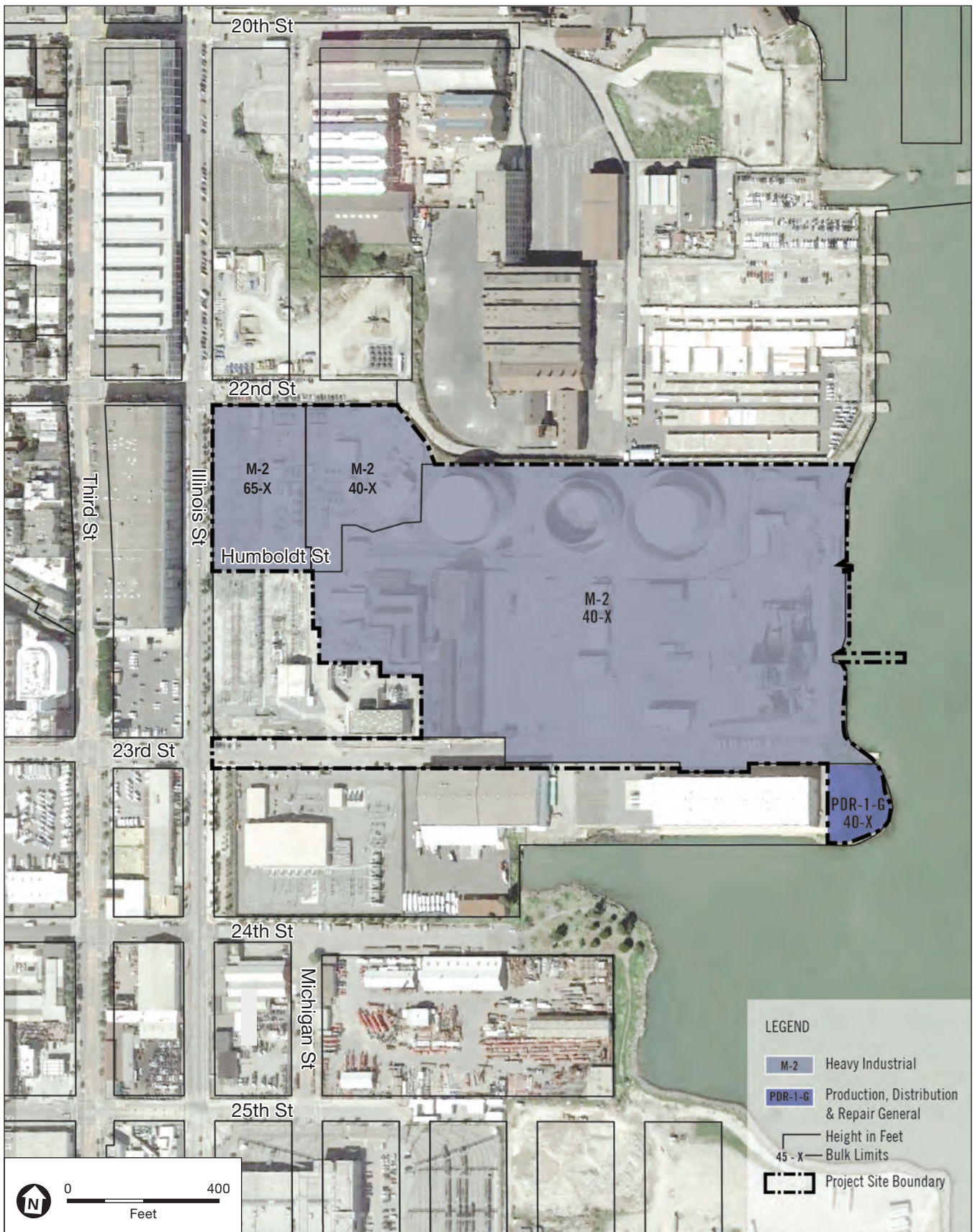
General Plan Land Use Designations. The project site is located within the southeastern portion of the Central Waterfront Area Plan (shown on Figure 1), which is one of the four plan areas covered by the Eastern Neighborhoods Area Plan that was adopted in 2009. Goals for the Central Waterfront include: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

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

Summary of Site Conditions

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

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



SOURCE: Perkins+Will, 2017

Potrero Power Station Mixed-Use Development Project

Figure 4
Existing Zoning on Project Site

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

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

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

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

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

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

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



SOURCE: Geosyntec, 2017; Google Earth, 2017

Potrero Power Station Mixed-Use Development Project

Figure 5
Remediation Areas

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

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

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

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

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

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

Historic Resources

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

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

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

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

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

PROJECT CHARACTERISTICS AND COMPONENTS

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

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

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

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

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

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

NOTES:

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

^a All numbers in this table are approximate.

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

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

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

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

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

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

Proposed Land Use Plan

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

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

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



Figure 6
Proposed Land Use Plan

Height and Bulk

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

Design for Development

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

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

Open Space Improvements

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

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





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

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

Vehicle Parking

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

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

Bicycle Parking

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

Transportation and Circulation Plan

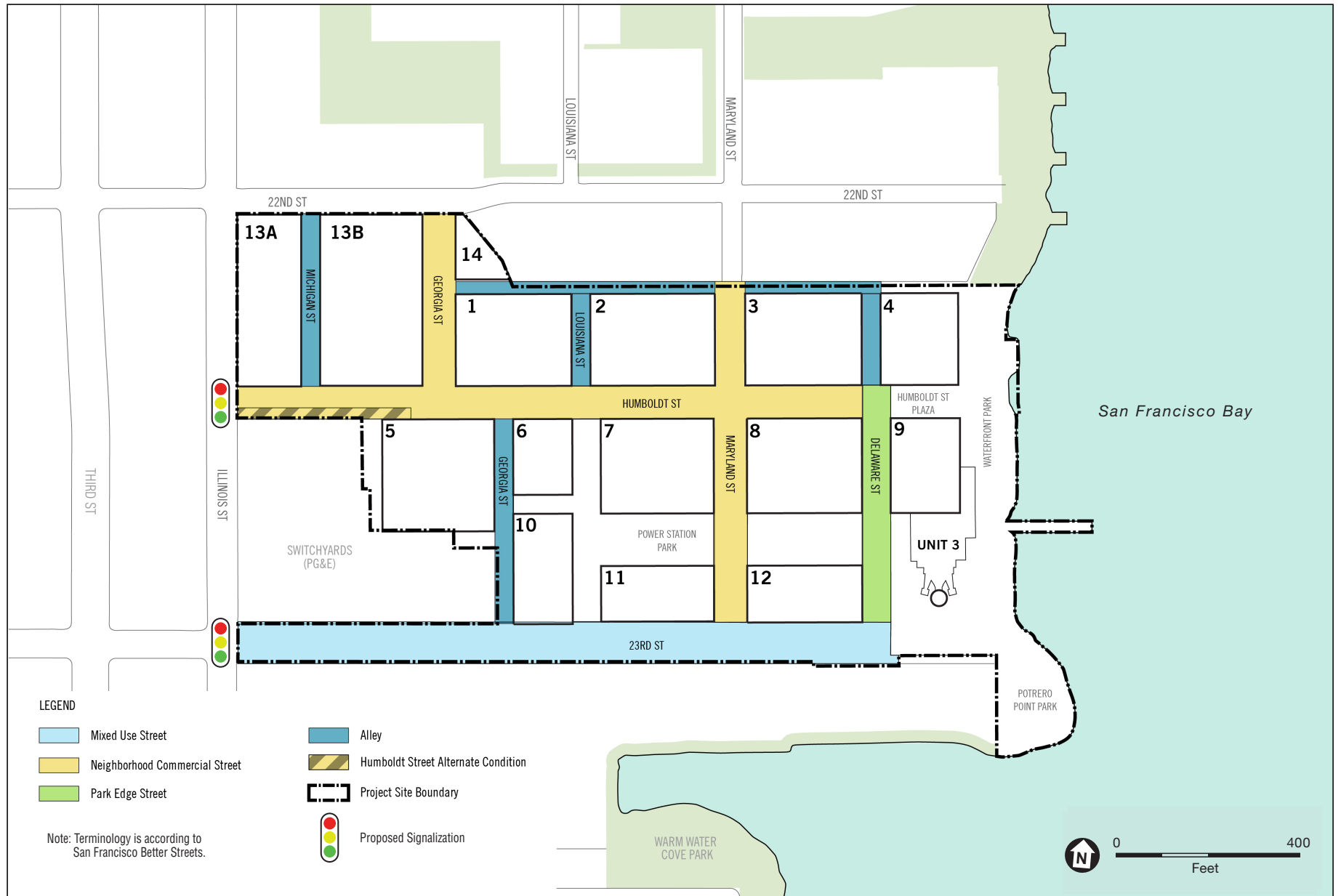
Figure 9 shows the proposed street plan. The north-south streets include Michigan, Georgia, Maryland, and Delaware Streets, which would connect the project site to 22nd Street; Georgia, Maryland, and Delaware Streets would connect to 23rd Street, although Georgia Street would be slightly offset at Humboldt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

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

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

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

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



Potrero Power Station Mixed-Use Development Project

Figure 9
Proposed Street Type Plan

SOURCE: Perkins+Will, 2017

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

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

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

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

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

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

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

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

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

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

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

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

Infrastructure and Utilities

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

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

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

Sustainability Plan

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

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

PROJECT CONSTRUCTION

Construction Schedule

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

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

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

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

TABLE 2
CONSTRUCTION SCHEDULE BY PHASE¹⁵

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

Demolition, Soil Excavation and Grading

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

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

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

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



Potrero Power Station Mixed-Use Development Project

Figure 10
Proposed Project Phasing Plan

Building Foundations

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

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

REQUIRED PROJECT APPROVALS

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

Federal Agencies

U.S. Army Corps of Engineers

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

U.S. Fish and Wildlife

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

National Marine Fisheries Service

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

State and Regional Agencies

San Francisco Bay Conservation and Development Commission

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

Regional Water Quality Control Board - San Francisco Bay Region

- Approval of Section 401 water quality certification

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

Bay Area Air Quality Management District

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

California Public Utilities Commission

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

California Department of Fish and Wildlife

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

Local Agencies

San Francisco Board of Supervisors

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

San Francisco Planning Commission

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

San Francisco Port Commission

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

San Francisco Department of Building Inspection

- Issue demolition, grading, and site construction permits

San Francisco Public Utilities Commission

- Consent to Development Agreement

San Francisco Department of Public Works

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

San Francisco Municipal Transportation Agency

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

San Francisco Fire Department

- Consent to Development Agreement

San Francisco Department of Public Health

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

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

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

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

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

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

FINDING

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

PUBLIC SCOPING PROCESS

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

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

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

10/30/17
Date


Lisa Gibson
Environmental Review Officer

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A-2 Scoping Comment Letters

San Francisco Bay Conservation and Development Commission

455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

November 27, 2017

Melinda Hue
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

SUBJECT: Notice of Preparation for Potrero Power Station Mixed-Use Development
Project, City and County of San Francisco
(SCH No. 2017112005; BCDC Inquiry File No. MC.MC.7415.025 / SL.PH. 7907.1)

Dear Ms. Hue:

On November 2, 2017, the San Francisco Bay Conservation and Development Commission ("Commission") staff received the Notice of Preparation (NOP) for the Potrero Power Station Mixed-Use Development Project, which involves approximately 2,400-3,000 dwelling units, 1.2-1.9 million gross square feet (gsf) of commercial uses, 925,000 gsf of parking, 100,000 gsf of community facilities, and approximately 6.3 acres of open space at a 29-acre site, located at the former Portrero Power Plant in the City and County of San Francisco. The site is bounded by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south and Illinois Street to the west. The project sponsor is California Barrel Company LLC.

As a responsible agency with regulatory authority over the project, the Commission will rely partly on the Environmental Impact Report (EIR) in evaluating the proposal, as well as other required information. The Commission staff reviews such documents on behalf of its Commission to assess the project's consistency with the McAteer-Petris Act, the Commission's *San Francisco Bay Plan* ("Bay Plan"), the Commission's federally-approved management plan for the San Francisco Bay, and the federal Coastal Zone Management Act (CZMA).

Jurisdiction. The Commission's permit jurisdiction includes: all tidal areas of the Bay up to the mean high tide line or to the inland edge of wetland vegetation in marshlands up to five feet above Mean Sea Level; all areas formerly subject to tidal action that have been filled since September 17, 1965; and the shoreline band that extends 100 feet inland from and parallel to the Bay jurisdiction. The Commission will require information on the extent of its "Bay" and "100-foot shoreline band" jurisdictions as they relate to the proposed project.

Permit Authorization. Commission permits are required for construction, dredging, dredged material disposal, fill placement, and substantial changes in use within its jurisdiction. Permits are issued when the Commission finds proposed activities to be consistent with its laws and policies.

In addition to any needed permits under its state authority, federal actions, permits, and grants affecting the coastal zone are subject to review by the Commission, pursuant to the federal CZMA, for their consistency with the Commission's federally-approved management program for the Bay.

Bay Fill. Section 66605 of the McAteer-Petris Act sets forth the criteria necessary to authorize filling of the Bay. It generally states, in part, that fill in the Bay can be authorized by the Commission only when: (1) the public benefits of the fill exceed the public detriment from the loss of the water areas; (2) the fill would serve a water-oriented use or consist of minor fill for improving shoreline appearance or public access; (3) no alternative upland location to the proposed fill exists; (4) the fill would constitute the minimum fill necessary to achieve the project purpose; (5) the activity would minimize harmful effects to the Bay's natural resources; (6) the fill would be constructed with sound safety standards; and (7) the fill would occur on land to which the project proponent has adequate title.

The Commission will require information on the proposed Bay fill and how the fill would be consistent with the requirements described above. It appears that proposed Bay fill may include: a fishing pier and floating dock for water access; outfalls; and shoreline protection such as seawalls or riprap replacement.

In addition, prior to the construction of the proposed project, the site would need to be remediated by PG&E due to contamination on land and in the Bay. Remediation in the Bay would involve dredging and an engineered erosion protection cap or revetment over the remediation area. Although it appears that PG&E (not the project sponsor) is responsible for the remediation, please know that a BCDC permit would be needed for the remediation activities in the Commission's jurisdiction, and any Bay fill should be consistent with the requirements described above.

In addition, the Bay Plan policies on Mitigation, which state in part: "Projects should be designed to avoid adverse environmental impacts to Bay natural resources such as to water surface area, volume, or circulation and to plants, fish, other aquatic organisms and wildlife habitat, subtidal areas, or tidal marshes or tidal flats. Whenever adverse impacts cannot be avoided, they should be minimized to the greatest extent practicable. Finally, measures to compensate for unavoidable adverse impacts to the natural resources of the Bay should be required. Mitigation is not a substitute for meeting the other requirements of the McAteer-Petris Act." Therefore, the project proponent should consider mitigation for impacts to the Bay, including the removal of fill from the Bay in order to offset the impacts of new Bay fill.

For the dredging work, we advise that PG&E consult with the Dredged Materials Management Office (DMMO): <http://www.spn.usace.army.mil/conops/dmmo.htm>, an inter-agency office. The DMMO is made up of representatives from state and federal agencies, including the U. S. Army Corps of Engineers, BCDC, the Regional Water Quality Control Board, and the U.S. Environmental Protection Agency, and reviews and prepares

recommendations on applications for dredging and disposal operations. The DMMO will advise PG&E as to information needed to consider the dredging project.

For the remediation cap or revetment, the Commission will require an alternatives analysis which assesses how the fill would constitute the minimum fill necessary to achieve the project purpose, how the fill would minimize harmful effects to the Bay's natural resources, and the public benefits versus the public detriments of the fill. According to the NOP, PG&E's remedial action would also include replacement of a revetment constructed as part of an interim remedial measure in 2010. We will need to determine the BCDC Permit authorizing remediation at this location, but it appears that the referenced remediation may be associated with BCDC Permit M1987.074.10B.

Further, any proposed filling or dredging in subtidal areas should also be consistent with the Bay Plan policies on Subtidal Areas, which state in part: "Any proposed filling or dredging project in a subtidal area should be thoroughly evaluated to determine the local and Bay-wide effects of the project on: (a) the possible introduction or spread of invasive species; (b) tidal hydrology and sediment movement; (c) fish, other aquatic organisms and wildlife; (d) aquatic plants; and (e) the Bay's bathymetry. Projects in subtidal areas should be designed to minimize and, if feasible, avoid any harmful effects"; and "Subtidal areas that are scarce in the Bay or have an abundance and diversity of fish, other aquatic organisms and wildlife (e.g., eelgrass beds, sandy deep water or underwater pinnacles) should be conserved. Filling, changes in use; and dredging projects in these areas should therefore be allowed only if: (a) there is no feasible alternative; and (b) the project provides substantial public benefits."

Shoreline Protection. The San Francisco Bay Plan policies on Shoreline Protection state, in part: "New shoreline protection projects and the maintenance or reconstruction of existing projects and uses should be authorized if: (a) the project is necessary to provide flood or erosion protection for (i) existing development, use or infrastructure, or (ii) proposed development, use or infrastructure that is consistent with other Bay Plan policies; (b) the type of the protective structure is appropriate for the project site, the uses to be protected, and the erosion and flooding conditions at the site; (c) the project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event that takes future sea level rise into account; (d) the project is properly designed and constructed to prevent significant impediments to physical

and visual public access; and (e) the protection is integrated with current or planned adjacent shoreline protection measures. Professionals knowledgeable of the Commission's concerns, such as civil engineers experienced in coastal processes, should participate in the design."

The BCDC permit application for the proposed project should include information that supports how the proposed shoreline protection would be consistent with the Shoreline Protection policies. This information should include cross-sections of the shoreline protection which shows the elevation of the 100-year flood plus the projected sea level rise for the expected life of the project.

Public Access. The McAteer-Petris Act requires that projects provide maximum feasible public access consistent with the project, and the Bay Plan Public Access policies state that a "proposed fill project should increase public access to the bay to the maximum extent feasible." The Bay Plan policies provide further direction on public access to help determine whether a proposed project include the maximum feasible public access consistent with the project.

In determining whether proposed public access provides maximum feasible public access, the Commission will require an estimate of the anticipated capacity of the site for residents, workers and visitors.

The proposed project would provide approximately 6.3 acres of publically accessible open space, along the shoreline and landward within the development. The parks along the shoreline would extend the Blue Greenway and Bay Trail from the Pier 70 Mixed-Use District Project through the site. The project, including the open spaces areas, would be developed over several phases. Please note that a delay in providing public access benefit associated with a project in our jurisdiction to a later phase of a development may not be consistent with maximum feasible public access. Based on Figure 10, the shoreline area connecting the Phase 1 of proposed development and the Pier 70 Mixed-Use District Project to the north would be constructed in Phase 3. The Commission staff recommends constructing a connection between the Pier 70 Mixed-Use District Project and the Phase 1 area of the proposed project in the interim (prior to Phase 3), so that there is continuous access along the shoreline early in the project phasing.

For the BCDC application, the Commission will need to know which area(s) the project sponsor will propose and provide as public access. In addition, the Commission will need to know if there are areas within the proposed public access that would not be available to the public at all times for active and passive recreation (walking, biking, sitting, viewing, fishing, etc.), due to other uses, such as private events, community events, outdoor dining and seating, and other "activating" uses, that may place a burden on or may result in as privatization on the public spaces. The notice of preparation indicates that the open spaces will be "activated by the proposed uses in the buildings adjacent to the waterfront-facing

open spaces” and would provide spill-out spaces for retail. This information will be considered in determining whether the project provides the maximum feasible public access consistent with the project. Please also consider the compatibility of adjacent uses with public access uses (for example, potential conflicts between pedestrian and bicycle access adjacent to truck traffic and loading at the DHL facility to the south of the project site).

The Commission will also require information that demonstrates that the contaminated areas would be remediated to a level suitable for the safety of the public and the expected uses within the public access areas. This information should include an examination of the potential for mobilization of contaminants due to sea level rise and flooding, and the potential resulting impacts to public safety within the public access areas and to water quality.

The proposed project also includes a fishing pier and a floating dock for water access. Please explain what type of water activities are expected and whether the site would meet water quality criteria for human contact related with fishing, kayaking and swimming. Please also provide information on whether parking and loading areas would be provided at the shoreline, especially for the purposes of water access at the pier.

The Commission staff recommends that, prior to submittal of a BCDC permit application, the project be reviewed by its Design Review Board for the public access components of the project.

Appearance, Design, and Scenic Views. The Bay Plan policies on Appearance, Design, and Scenic Views state, in part: “All bayfront development should be designed to enhance the pleasure of the user or view of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore...”

The project design should consider view corridors across the site, and should locate buildings, structures, and landscaping to minimize visual impacts and enhance views to the Bay and shoreline from public spaces.

Sea Level Rise. The Bay Plan’s Climate Change policies state that “when planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared...[and] based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection...for the proposed project or shoreline area.” The Bay Plan’s Safety of Fills policies state that “adequate measures should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of the project...” and that “[n]ew projects on fill...should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to

tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity." Further, the Public Access policies state that "[p]ublic access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding" and that "[a]ny public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby."

The NOP describes that the elevations at the shoreline would be increased by 3 to 7 feet to address sea level rise risk and wave run-up. Information is needed on the resilience and adaptability of all public access and open space areas and any structures in the Bay that could be subject to flooding throughout the life of the project. This information should include cross-sections of the site showing elevations of sea level rise projections for the life of the project, including the 100-year flood elevation. A full risk assessment may also be required in order to achieve consistency with the Bay Plan. The 2013 State of California sea level rise guidance from the Ocean Protection Council projects between 5 and 24 inches of sea level rise by 2050 and between 17 and 66 inches of sea level rise by 2100. The Ocean Protection Council is currently developing new guidance that may be adopted in early 2018.

Thank you for providing the Commission staff with the opportunity to comment on the project. Please contact our office with any questions at (415) 352-3600.

Sincerely,



TINYA HOANG
Coastal Program Analyst

TH/cj

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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GTS I.D. 8462

ALA- 280 – R5.97

Melinda Hue

Planning Department

City and County of San Francisco

1650 Mission Street, Suite 400

San Francisco, CA 94103-2479

The Potrero Power Station Mixed-Use Development Project– Notice of Preparation

Dear Melinda Hue:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Notice of Preparation (NOP).

Project Understanding

The Potrero Power Station Mixed-Use Development Project would rezone the site, establish land use controls, develop design standards, and provide for development of residential, commercial, parking, community facilities, and open space land uses. The proposed project would include amendments to the General Plan and planning code, creating a new Potrero Power Station Special Use District. The proposed rezoning would modify the existing height limits of 40 and 65 feet (ft.) to various heights ranging from 65-300 ft.

Overall, the proposed project would construct up to 5.3 million gross square feet (gsf.) of uses, including between 2.4 to 3.0 million gsf. of residential uses (2,400 to 3,000 dwelling units), 1.2 to 1.9 million gsf. of commercial uses, approximately 925,000 gsf. of parking, and 100,000 gsf. of community facilities. Most new buildings would range in height from 65-180 ft. with one building at 300 ft. Approximately 6.3 acres would be devoted to publicly accessible open space. The proposed project would include transportation and circulation improvements, shoreline improvements, and utilities infrastructure improvements.

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

The proposed project would provide between 2,622 and 2,690 vehicle off-street parking spaces, depending on the final use of each flex block. No off-street parking would be provided for proposed retail uses on the project site. The proposed centralized parking facility to be located at the intersection of Humboldt Street and Georgia Street would contain approximately 756 parking spaces. All parking would be accessory to principal uses. Approximately 35 on-street passenger loading spaces would be provided along the internal streets and approximately 34 commercial delivery spaces would be provided, either through in-building loading docks or on-street loading zones along the internal streets. Additionally, the project would be designed with about 179 on-street parking spaces. All development blocks would allow—but not require—parking one level below-grade or parking within above-grade podium levels wrapped with active uses. The proposed project would include 50 car-share parking spaces located in a limited number of on-street parking spaces, as well as in buildings with podium/underground parking and in the proposed centralized parking facility. The project has regional access 0.35 miles from the Interstate (I-) 280/25th Street on- and off-ramps.

Multimodal System Planning

We commend the Lead Agency for the proposed new bus line included with the project that will help ameliorate impacts to the STN. This large scale mixed-use development can potentially add over 3,000 new vehicle trips to the transportation system which includes the nearby I-280 facility. To further maximize transit use as part of the project, we suggest adding the Muni T Third Street light rail, which operates adjacent to the project site, to the proposed Transportation Demand Management (TDM) program. Lastly, the project should maintain a low parking ratio.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 1: Urban Core** where location efficiency factors, such as community design and regional accessibility are strong. Given the project's size, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures can include bicycle parking, transit passes or subsidies, and incentives for carpooling. Project site design should also ensure that high quality pedestrian and bicycle infrastructure connects pedestrians, bicyclists, and transit users, as directly and with as few conflicts as possible, between key neighborhood sites. These measures will be critical in order to facilitate efficient transportation access to and from the project site and reduce

transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and convenient transit access;
- Secured bicycle storage facilities located conveniently near entrances to minimize deterrent of bicycle use due to weather conditions;
- Plan for expanding bicycle parking when the spaces reach capacity;
- Fix-it bicycle repair station(s);
- Subsidize transit passes on an ongoing basis;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces conveniently located to encourage carpooling and clean-fuel vehicles;
- Lower parking ratios;
- Transportation and commute information kiosk;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas;
- Showers, changing rooms and clothing lockers for employees who choose to commute via active transportation;
- Bicycle route mapping resources and bicycle parking incentives;
- Employee transportation coordinator;
- Emergency Ride Home program;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with annual Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on I-280 and other nearby State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Travel Demand Analysis

Per the March 3, 2016 adopted resolution by the San Francisco Planning Commission that replaced LOS with VMT as the transportation impact metric for CEQA projects, please submit the project's VMT analysis to Caltrans for review. With the enactment of Senate Bill (SB) 743,

Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the STN. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the Lead Agency's guidelines or, if the Lead Agency has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential issues for all road users should be identified and fully mitigated.

The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Lead Agency

As the Lead Agency, the City of San Francisco is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures. Furthermore, this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Guidelines Section 15206. The draft Environmental Impact Report should be submitted to both the MTC and the Association of Bay Area Governments (ABAG) for review and comment.

Melinda Hue, City and County of San Francisco
November 30, 2017
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at (510) 286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat C'.

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

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December 1, 2017

Via E-mail (lisa.gibson@sfgov.org; rachel.schuett@sfgov.org)

Lisa Gibson
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Environmental Review Officer
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Rachel Schuett
EIR Coordinator
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Re: Comments on Potrero Power Station Mixed-Use Development Project NOP

Dear Ms. Gibson and Ms. Schuett:

This comment letter on the Notice of Preparation of an Environmental Impact Report (“NOP”) and Notice of a Public Scoping Meeting for the Potrero Power Station Mixed-Use Development Project (Case No. 2017-011878ENV)(“PPS Project”) is submitted on behalf of FC Pier 70, LLC (“FC”). Together with the Port of San Francisco, FC is the project sponsor for the Pier 70 Mixed-Use District Project (“P70 Project”), which is located directly to the north of the PPS Project.

On November 28, 2017, FC had an opportunity to meet with the PPS Project sponsors to discuss FC’s comments on the NOP. This letter generally reflects the comments discussed in that meeting and our understanding of how the PPS Project Environmental Impact Report (“EIR”) will address certain issues related to the P70 Project based on the information the PPS Project Sponsor team shared with FC in the recent meeting. These comments are organized according to categories of impacts that will be analyzed in the EIR.

Description of P70 Project

1. The NOP states that “The Pier 70 Mixed-Use District Project has been approved for development of up to approximately 5.3 million gsf.” (NOP, p. 5) From FC’s discussion with

the PPS Project Sponsor team on November 28, 2017, we understand that the 5.3 million gsf number is based on the P70 Project, as well as other projects located within the 69-acre Pier 70 area, such as the Historic Core and Crane Cove Park. We understand from discussions with the PPS Project Sponsor team that future PPS Project CEQA documents will describe and analyze the P70 Project consistent with the P70 Project EIR Project Description, which states that the P70 Project would include market-rate and affordable residential uses, commercial use, retail/arts/light-industrial (RALI) uses,¹ parking, shoreline improvements, infrastructure development and street improvements, and public open space, with up to approximately 3,422,265 gsf of construction in new buildings and improvements to existing structures on the 28-Acre Site, and up to approximately 801,400 gsf of construction in new buildings on the Illinois Parcel.

2. The NOP correctly states that the P70 Project will occur over several development phases from 2018 through 2029. As FC discussed with the PPS Project Sponsor team, FC has submitted to the Port the first major phase application for the P70 Project. In accordance with the Disposition and Development Agreement for the P70 Project, the application is anticipated to be approved by the Port Director during the first quarter of 2018, with construction beginning promptly thereafter. We anticipate that the P70 Project will likely be approved and under construction before the PPS Project Draft EIR is published, and that residents, employees, and visitors to the P70 Project will be impacted by construction and operation of the PPS Project.

From FC's discussions with the PPS Project Sponsors, we understand that the PPS Project EIR will include a baseline scenario that includes the entire P70 Project. Under this approach, where appropriate, the PPS Project EIR would analyze certain impacts to the P70 Project associated with construction and operation of the PPS Project. For example, the PPS Project EIR's analysis of air quality/health risk and noise impacts would identify impacts to sensitive receptors located within the P70 Project Site, such as residents of occupied buildings.

FC appreciates the PPS Project's proactive approach to considering potential impacts to the P70 Project by including it in a baseline scenario, and anticipate that many of the issues identified in this letter can be addressed through this approach.

Traffic/Transportation

3. The P70 Project includes numerous improvements to 22nd Street, including reconfiguration of 22nd street, installation of bicycle infrastructure/signage and pedestrian amenities, and improvements and signalization at the intersection of 22nd Street and Illinois Street.

¹ The RALI use includes neighborhood retail, arts, eating and drinking places, production distribution and repair, light manufacturing, and entertainment establishments.

Maintaining safe and effective circulation for vehicles, bicycles, and pedestrians on 22nd Street is a high priority for the P70 Project.

FC and the PPS Project Sponsor team discussed the potential that vehicles, pedestrians, and bicyclists exiting the PPS Project site will travel via 22nd Street. From FC's discussions with the PPS Project team, we anticipate that the PPS Project's EIR will analyze impacts associated with vehicle, pedestrian, and bicycle trips from the PPS Project that will travel via 22nd Street, and that appropriate mitigation and improvement measures be identified to address such impacts.

4. We support and share the PPS Project's goal of encouraging alternative mode of transportation (NOP, p. 23). Like the P70 Project, we anticipate that the PPS Project will produce a sizeable number of transit riders during morning and evening peak hours.

Based on discussions with the PPS Project Sponsor team, we anticipate that the PPS Project's EIR will consider, as appropriate, potential project and cumulative impacts to the MUNI routes identified in the P70 Project's EIR: the T-Third, 22 Fillmore, and 48 Quintara/24th Street lines, and that appropriate mitigation measures be identified to address the PPS Project's impacts to those MUNI routes. FC and the PPS Project Sponsor team have agreed to coordinate on appropriate mitigation measures to address PPS Project's impacts to the MUNI routes also impacted by the P70 Project.

Finally, even if the PPS Project would not have potentially significant impacts to the MUNI T-Third, 22 Fillmore, and 48 Quintara/24th Street routes, FC understands from discussions with the PPS Project Sponsor team that the PPS Project EIR or publicly available technical reports will clearly identify the approximate number of PPS Project transit riders expected to use those MUNI routes during morning and evening peak hours.

Utilities

5. The P70 Project's EIR (Section 4.K, Utilities and Service Systems; Section 4.0, Hydrology) considered impacts to downstream utilities, including water treatment facilities (Impact UT-2), wastewater treatment facilities including the Southeast Water Pollution Control Plant ("SEWCP") (Impacts UT-3, UT-4, HY-2), stormwater drainage facilities including the 20th Street sub-basin and associated downstream basins (Impacts UT-5, HY-2), and cumulative impacts (Impacts C-UT-1, C-HY-1).

FC and the PPS Project Sponsor team discussed that the PPS Project and P70 Project will impact many or all of the same downstream utilities identified and analyzed in the P70 Project EIR. For example, like the P70 Project, combined stormwater and wastewater flows from the PPS Project would be conveyed to the SEWCP for treatment prior to discharge to the San Francisco Bay (NOP, p. 23). Because we understand from FC's discussion with the PPS Project Sponsors that the PPS Project's EIR will analyze a baseline scenario that

includes the P70 Project, we anticipate that the PPS Project EIR's analysis of utilities impacts will account for the P70 Project when analyzing impacts of the PPS Project, and that appropriate mitigation and improvement measures be identified to address such impacts.

Air Quality

6. As FC and the PPS Project Sponsor team discussed, the PPS Project proposes construction over seven phases lasting from 2021 – 2036, and construction of the P70 Project will be completed by 2029. This means that construction of the PPS Project will be ongoing for approximately seven years after construction of the P70 Project is expected to be complete, and residents and other sensitive receptors (such as day cares) within the P70 Project could be impacted by construction of the PPS Project, including notably construction-related air quality and health risk impacts.

Based on the NOP's Proposed Project Phasing Plan (Figure 10), it appears that PPS Project Phases 5, 6, and 7, involving all parcels adjacent to the P70 Project, will be constructed beginning in 2029, after the P70 Project is complete. Under this scenario, P70 Project residents could be located directly adjacent to parcels where PPS Project construction will be occurring. For example, the PPS Project's Phasing Plan proposes construction of Parcels 1, 2, and 14 (adjacent to P70 Project Parcels F and G) during PPS Project Phase 5 (2029 – 2033). The P70 Project's Maximum Residential Scenario anticipates construction of residential buildings on Parcels F and G during P70 Project Phase 3 (2021 – 2023). In such case, P70 Project residents would be living in buildings on Parcels F and G before construction begins on PPS Project Parcels 1, 2, and 14, and would be most directly impacted by PPS Project construction on those parcels.

From FC's discussions with the PPS Project Sponsor team, we anticipate that the PPS Project EIR and Health Risk Assessment will carefully identify the location of sensitive receptors located within the P70 Project, to ensure that air quality and health risk impacts associated with construction and operation of the PPS Project are identified, and appropriate mitigation and improvement measures required to reduce such impacts to less-than-significant levels. We also anticipate that the PPS Project's air quality impacts will be quantified consistent with the methodology used to identify air quality impacts in the P70 Project's EIR, which accounts for a combination of construction and operational impacts.

Noise

7. Similar to the discussion that FC and the PPS Project Sponsor team had regarding air quality, FC and the PPS Project Sponsor team discussed that residents and other sensitive receptors within the P70 Project could be impacted by PPS Project construction noise. We also anticipate that construction-related noise and vibration associated with the PPS Project could impact historic structures located within the P70 Project.

The NOP indicates deep foundations are anticipated during PPS Project Phases 1 and 3, and that deep foundations would be comprised of steel pipe-piles driven to bedrock. PPS Project Phase 3 includes Parcels 3 and 4, located adjacent to P70 Project Parcels H1 and H2 and in close proximity to Parcels E2, E3, F, and G, all of which may contain residential buildings that could be occupied before such pile driving occurs. Additionally, construction of PPS Project Phase 3 in particular appears to contemplate pile driving in close proximity to P70 Project Building 12, which is a character-defining resource of the Union Iron Works (“UIW”) Historic District, and P70 Project Building 21, which is a contributing resource to the UIW Historic District and individually eligible for listing on the California and National Registers.

From FC’s discussions with the PPS Project Sponsor team, we anticipate that the PPS Project EIR will identify noise and vibration impacts to sensitive receptors and historic structures located within the P70 Project, and identify appropriate mitigation and improvement measures required to reduce such impacts to less-than-significant levels.

Hazards

8. Although FC did not have an opportunity to discuss this topic with PPS Project Sponsors, in reviewing the NOP, we noted that it does not address how the PPS Project’s EIR will analyze and mitigate off-site impacts associated with site remediation or management of soils during project implementation. We trust off-site impacts both project specific and cumulative will be addressed in the EIR and through the San Francisco Regional Water Quality Control Board’s clean-up requirements and site management processes of the City and County of San Francisco and the Bay Area Air Quality Management District.

Wind/Shadow

9. Similar to the PPS Project, open space is a key component of the P70 Project. The P70 Project includes 9 acres of publicly owned open space. Providing access to the San Francisco Bay where it has historically been precluded, by opening the eastern shore of the site to the public with a major new waterfront park, extending the Bay Trail, and establishing the Blue Greenway, are key project objectives for the P70 Project. The P70 Project reflects the Port’s *Preferred Master Plan* (April 2010) vision for Pier 70, which includes activating new waterfront spaces.

FC and the PPS Project Sponsors discussed that the PPS Project could have shadow impacts on publicly accessible open spaces and/or outdoor recreation facilities located within the P70 Project.

Accordingly, FC and the PPS Project Sponsors discussed that the plot of nearby open spaces, recreation facilities, and parks prepared for the PPS Project’s shadow fan will consider, as appropriate, all such planned spaces within the P70 Project, in order to ensure

that shadow impacts on P70 are identified and appropriate mitigation and improvement measures required to address such impacts. For reference, the P70 Project's open spaces are illustrated in the P70 Project EIR, Chapter 2 (Project Description), Figure 2.5, Proposed SUD Land Use Program; EIR Errata p. 6, New Figure 6.1, Irish Hill Passageway Variant²; and the Pier 70 SUD Design for Development document, Chapter 3, including Section 3.4, Open Space Zones Overview.

10. Similar to the discussion regarding potential shadow impacts, FC and the PPS Project Sponsor team discussed that the PPS Project's wind impacts could potentially affect the P70 Project. The P70 Project's EIR includes a carefully crafted mitigation measure (Mitigation Measure M-WS-1) that ensures the P70 Project's potentially significant wind impacts are reduced to less-than-significant levels during buildout of the project. This Mitigation Measure M-WS-1 is based on wind tunnel testing using six different configurations (P70 Project EIR, pp. 4.I.7 – 4.I.9).

FC and the PPS Project Sponsors discussed that the PPS Project's analysis of wind impacts would consider, as appropriate, the P70 Project as within the wind study area. Based on the understanding of baseline scenarios gained through FC's meeting with the PPS Project Sponsor team, we anticipate that the wind analysis would include existing and baseline buildings within the P70 Project Site to determine whether the PPS Project would alter wind in a manner that substantially affects public areas (including public areas within the P70 Project) on an interim basis and at buildout of the P70 Project. Under this approach, the PPS Project's EIR would appropriately identify mitigation and improvement measures necessary to reduce such impacts, including impacts to public areas within the P70 Project, to less-than-significant levels.

Land Use

11. Much care has been taken to ensure compatibility of land uses within the P70 Project area, including the preparation of the Pier 70 SUD D4D. Because the P70 Project and PPS Project are under separate ownership and subject to different land use controls, analysis of flex land uses on PPS Project parcels abutting P70 may be one way to ensure compatibility of land uses along the shared project boundary. This is similar to the approach used in development of the P70 Project, where the project sponsors planned flex uses on P70 parcels abutting the PPS Project site.

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² Both the EIR and Errata pages are available online at <http://sf-planning.org/environmental-impact-reports-negative-declarations> (last accessed 11/30/17).

Lisa Gibson
Rachel Schuett
December 1, 2017
Page 7

We appreciate your consideration of these comments, and the PPS Project Sponsor team's willingness to meet with FC. If you need any additional information, please do not hesitate to contact me via email at paula.kirlin@hklaw.com or via phone at (415) 743-6942, or Kelly Pretzer, FC's Development Director, via email at KellyPretzer@forestcity.net or via phone at (415) 593-4227.

Sincerely yours,

HOLLAND & KNIGHT LLP

A handwritten signature in dark ink, reading "Paula C. Kirlin". The signature is written in a cursive, flowing style.

Paula C. Kirlin

PCK:glr

To: Melinda Hue, Environmental Planner, SF Planning Department
From: Alison Heath for Grow Potrero Responsibly
Submitted by email, Friday December 1, 2017

Comments on NOP for Potrero Power Station Mixed-Use Development

Alternatives

Under CEQA, the EIR must study feasible alternatives that will lessen the environmental impacts of the project. Feasibility cannot be based solely on economic factors. In addition to the alternatives listed in the scoping document, the EIR for this project should study a reduced height and density alternative. A reduced height and density alternative would analyze a project under similar height and zoning controls as those approved for the Pier 70 mixed-used development under Forest City. (That development has a similar footprint, comprising 28 acres, with approved height limits generally ranging from 50-90 feet and a total gsf of approximately 4 million of commercial and residential uses, and 9 acres of open space.)

Shadowing and Wind

The EIR should study the project's shadowing and wind impacts on existing and proposed open and recreation space (onsite and at Pier 70) as well as shoreline and the Bay under each alternative. A particular concern at Pier 70 will be the Power Plant's contribution to cumulative shadowing impacts on Irish Hill and playground.

Transportation

The EIR should study jobs/housing balance of the Power Plant under various alternatives and how they contribute to environmental impacts (transportation, traffic, air quality, pedestrian and bike safety, and noise) in (1) neighboring areas, (2) throughout San Francisco and (3) across the greater Bay Area.

VMT analysis should look at neighborhood, local and regional conditions. Transportation studies must consider strong evidence that VMT levels are increasing dramatically in specific San Francisco neighborhoods as reliance on TNC's and private shuttles increases. Transportation analysis for the project must use accurate mode analysis reflecting the current use of private vehicles and not rely on stale data. Similarly impacts from growing reliance on delivery vehicles should be considered.

Analysis of the impacts of specific commercial uses must be considered in detail rather than relying on broad-brushed analysis. PDR and office uses are not

equivalent, nor are destination restaurants and big box stores and supermarkets the same as neighborhood-serving retail. A hotel outside of easy walking distance to sightseeing and multiple public transit options is not the same as a downtown hotel.

Historic Resources

The proposed project would demolish about 20 existing structures on the project site, including two historic buildings that have been identified as eligible for the California Register. Two other historic properties have been identified as contributors to the historic Third Street Industrial District. The EIR analysis should not rely on an assertion that a number of the buildings lack historic eligibility because they have been altered. The Secretary of the Interior's criteria specifically state that *"All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity."*

Regardless of their individual significance, existing buildings onsite should be considered together as a cultural landscape representing the broad patterns of the City's history and industrial heritage. Street grids, vistas and heights must be considered in this context. Of particular concern is the proposed 300 foot tower which will compromise the iconic nature of the smokestack, also 300 feet but considerably more slender.

To the greatest extent possible, the analysis should consider mitigation of impacts through adaptive reuse.

Sea Level Rise

The NOP states that the project would establish a Sustainability Plan that will consider an increase in elevations of only 3 to 7 feet of sea level rise. However an article in the SF Public Press dated April 19, 2017 anticipates 8 feet of sea rise and storm surge by 2100 and others have projected up to 11 feet. The DEIR should focus on the impacts of these more realistic projections and appropriate mitigations.

to Rachel Schuett
San Francisco Planning Department
1650 Mission St., SF, CA, 94103

Nov. 27, 2017

Comments on Potrero Power Station Mixed-Use Development
Case # 2017-011878ENV

I direct the Potrero Hill Archives Project, founded in 1986 to preserve neighborhood history and make it available. We just held our 18th annual History Night which filled Downtown High School's auditorium with old-timers and newcomers eager to hear interviews with long-time residents. I've co-authored two books on local history, *San Francisco's Potrero Hill* and *Potrero Hill Then & Now*. I'm working with several historians on a book about the history of Dogpatch.

The 29 acre site of the Potrero Power Station stand on Potrero Point, one of the earliest and most important industrial facilities in the western United States. Production of power on the site started in the 1870s with the City Gas Company. Competing companies and technologies on the site merged in 1905 to form PG&E. In 1906 the Potrero Power Plant there was one of few power plants still operating after the earthquake and fire and played a crucial role in rebuilding San Francisco.

Few buildings tied to the large site's industrial past remain. Only the 300 foot smokestack's preservation is spelled out. Use of Unit 3 as a hotel is uncertain. 20 existing structures on the site would be torn down including the Meter House, the Compressor House (both identified as eligible for the California Register), Station A, and the Gate House (both identified as contributors to the historic Third Street Industrial District). The destruction of these historic structures would be a huge mistake, erasing the history of industries which made San Francisco and the West Coast a player in the world's economy.

Station A, built in 1911, is the only structure which, however altered, gives a sense of the impressive collection of big brick industrial buildings once clustered there. Station A could be transformed into a Cannery style complex of shops, cafes, restaurants and offices with large, light-filled atriums. Station A and the other 19 buildings slated for destruction in the present plan are irreplaceable and historic. Their preservation and possibilities for reuse should be carefully considered on a case by case basis. The beauty and character of these buildings would greatly enhance all future development on the Potrero Power Station site. Their loss would be a disaster and would show a lack of understanding of historic context, cultural landscapes, and the failure to imagine the creative reuse of these buildings.

Sincerely,

Peter Linenthal
Potrero Hill Archives Project
298 Missouri St., SF, CA, 94107

From: Janet Carpinelli [<mailto:jc@jcarpinelli.com>]

Sent: Friday, December 01, 2017 5:07 PM

To: CPC.Temp.Melinda.Hue; Schuett, Rachel (CPC)

Subject: comments on NOP for 2017-011878ENV Potrero Power Station Mixed-Use Development Project

Dec 1, 2017

To: Melinda Hue, San Francisco Planning Department

To: Rachel Schuett, San Francisco Planning Department

Re: comments on NOP for 2017-011878ENV Potrero Power Station Mixed-Use Development Project

I am most concerned with the proposed heights and density in this historic waterfront area.

1. The heights should not exceed those granted to the Pier 70 project which are far in excess of existing heights and density. In particular the proposed 300 foot tower, or any new building over 70 feet is not in keeping with the historic nature of the waterfront or closest neighborhoods of Dogpatch and Potrero Hill. The people of San Francisco have spoken, and voted on no towers on the waterfront and no reincarnation of the recent debacle of the Mission Bay Development including UCSF Mission Bay.
2. All or most of the historic buildings should be preserved, restored and reused. Restoration/reuse has proved to be a boon to every City and project which has had the foresight to restore and enhance their historic resources for future use and posterity. It is a proven draw for people of all walks, newcomers, visitors and long time residents alike. It is an investment in our future which will have longterm gain, not just short term private equity gain. Acknowledgement and celebration of a project area's history brings an added layer of richness to any development project taking place in an historic site.
3. More affordable and middle income housing should be provided at a rate of at least 30% affordable /30%middle income / 30%market rate.
4. No more office space/retail that will continue and increase the unbalance which exists today of more jobs than there is housing, especially since we do not have reliable or adequate public transportation.

Thank you

Janet Carpinelli

934 Minnesota St.

San Francisco, CA 94107

415 640-5888

From: Yoram Meroz [<mailto:yoram.meroz@gmail.com>]
Sent: Friday, December 01, 2017 4:29 PM
To: Schuett, Rachel (CPC)
Cc: Gibson, Lisa (CPC)
Subject: Scoping comments for 2017-011878ENV (Potrero Power Station)

Dear Ms. Schuett,

I urge that the DEIR for the proposed project (Potrero Power Station Mixed Use Development Project) take the following comments into consideration:

* Job balance: Large projects such as this generate a number of permanent jobs, directly or indirectly. Large housing developments require a permanent staff for leasing and maintenance. Indirectly, increased population generates local jobs in retail, services, local government, etc. Hotels require even more staff. Office/PDR spaces obviously generate direct jobs themselves.

These new employees will require places to live. In the near future at least, as at present, highly-paid employees will live nearby, and lower-paid employees will commute from further away. Even now, a substantial and increasing number of employees commute into the city from as far away as Stockton and Modesto:

<https://www.nytimes.com/2017/08/17/business/economy/san-francisco-commute.html>
<http://www.newgeography.com/content/005704-increase-long-commutes-indicates-more-residential-dispersion>

In order to analyze the effect of the project or its alternatives on traffic, the DEIR needs to estimate the number of employees in various income brackets, and model their expected mode of commute and its effects on increased congestion, vehicle miles traveled, and impact on public transportation infrastructure, by itself and cumulatively.

* Traffic analysis: recent numbers indicate that SFMTA ridership has been declining for the past few years, despite increasing population. Caltrain ridership has fallen in some areas, and has plateaued in San Francisco. On the other hand, vehicle traffic on Bay Area freeways is increasing, and with it congestion and pollution. Some of this traffic is due to private cars, and some to private ride-share services.

A prudent traffic analysis must account for the possibility that these trends will continue.

In particular, the residential portion of the project calls for maximizing allowable parking spaces; that, with proximity to the 280, 80 and 101 freeways, will encourage private car commuting even more. The DEIR must evaluate the traffic effects of the proposed project with an alternative eliminating most private car parking spots.

* San Francisco is suffering from a decreasing diversity of job opportunities. In particular, PDRs can not be sustained except with explicit zoning control. Of those, low-density PDRs, which employ relatively fewer employees per unit area, need to be maintained in the face of increasing land prices. The EIR should consider a variety of different PDR components within the project.

* Housing/jobs balance. San Francisco is suffering from a lack of housing, while a great deal of additional office space is opening and is planned. A no-office, no-hotel alternative has been evaluated, so as to best match Area Plan goals of relieving housing pressure. A metric of net gain or loss of housing space needs to accompany all the project alternatives.

* The project is accessible through one artery, 3rd Street. As such, it can not support external traffic as much as a more central location. The EIR should compare the effect on traffic of services and retail catering to local residents, as opposed to businesses aimed at outside traffic, such as destination shopping or a hotel.

* Since the project is adjacent to the shoreline, the effect on shorebird populations should be evaluated. This applies to birds currently living at the shoreline and those flying along it between points along the bay shore.

* To accommodate future sea level rise in a robust and reliable way, while providing habitat for present-day wildlife, the EIR should evaluate consider remedies in the proposed project against a graded artificial marsh at the shoreline.

* The EIR should include at least a low-elevation (no height rezoning) alternative, with mixed-use limited to residences, PDRs and local-servicing businesses, with minimal private parking.

Sincerely,

Yoram Meroz

11/30/2017

Case number: 2017-011878ENV

I'm writing in regards to the planned development of the Potrero Power station.

For purposes of scoping, I urge you to conduct rigorous and robust environmental analysis of this neighborhood site. After reviewing the Notice of Preparation (NOP) I am very concerned that several issues are not being properly or adequately addressed:

Historic Resources. The Notice of Preparation indicates there are as many as four historic buildings that will be demolished. This contradicts city, state, and federal rules protecting and preserving buildings that have been identified as historically and culturally significant. It's not enough to merely state that some of these buildings have been altered and consequently their historical significance has been diminished. On the aspect of design criteria, it appears the City, Project Sponsor, and historic consultant exaggerate in their assertion that some of these buildings have been significantly altered. Among other things, this assertion simply ignores the Secretary of Interiors own guidelines which recognize that buildings and properties often change over time without invalidating or compromising historic integrity. To quote the Secretary of Interiors criteria:

All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both why a property is significant (Applicable Criteria and Areas of Significance) and when it was significant (Periods of Significance). (See Department of Interior, National Register Bulletin, "Criteria for Evaluation Defining The Essential Physical Features.")

The significant impacts on historic resources have not been adequately or properly evaluated in prior environmental review and should be included in

a final EIR. The City and Project Sponsor should commit to preserving and rehabilitating all four of these historic structures.

Sea Level Rise. The Notice of Preparation indicates both the Project Sponsor's plan and EIR will address sea level rise between 3 feet and 7 feet. However, recent scientific studies and reports warn of sea level rise far exceeding this stated range. The significant impacts of sea level rise have not been adequately or properly evaluated and addressed and should be included in a final EIR.

Land Use / Heights & Aesthetics. The developer plans to build a project with heights reaching up to 300 feet. The current proposal (which includes plans for at least one 300 foot high building) would be an actual eyesore along the skyline of the eastern waterfront. The NOP does not adequately address and analyze the visual impact of a 300-foot high building in the context of a historically and culturally significant area of the San Francisco waterfront. This is an issue that should be addressed in the EIR.

Regards,
Rodney Minott

A-3 Public Hearing Transcript

SAN FRANCISCO PLANNING COMMISSION

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**PUBLIC SCOPING MEETING ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT
POTRERO POWER STATION
MIXED-USE DEVELOPMENT PROJECT**

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Wednesday, November 15, 2017

**420 - 23rd Street
San Francisco, California**

Reported By: Deborah Fuqua, CSR #12948

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APPEARANCES:

San Francisco Planning Department:

Chris Kern, Environmental Planning Division

John Francis, Citywide Planning Division

Urban Design:

Kristen Hall

Project Sponsor:

Enrique Landa, Associate Capital

Environmental Impact Report Consultant:

Joyce Hsiao, ESA

Jennifer Brown, ESA

PUBLIC COMMENT

PAGE

PETER LINENTHAL..... 23

1 Wednesday, November 15, 2017 6:43 o'clock p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 CHRIS KERN: Okay. Folks, we want to get the
5 meeting started. You want to grab your seat?

6 So we have sign-in sheet, if you haven't
7 already. And if you'd like to be on our mailing list
8 for the Draft EIR and related, you know, hearings,
9 et cetera, please go ahead and sign in --

10 (Reporter interruption)

11 CHRIS KERN: And if you wanted to make
12 comments later tonight, if you could fill out a speaker
13 card and just hold it up and one of us will collect it
14 from you.

15 My name is Chris Kern, and I'm with the
16 Planning Department. Can you guys hear me okay?

17 UNIDENTIFIED SPEAKER: Takes a minute. And
18 then it turns off.

19 CHRIS KERN: Okay. I'll wait.

20 There we go. I'll start that again.

21 I'm Chris Kern, and I'm with the Planning
22 Department. I work at the Environmental Planning
23 Division, and I'm part of the team responsible for
24 preparing the Environmental Impact Report for this
25 project.

1 And so, as I was saying, going over a couple
2 of the logistics here -- tonight's meeting is the
3 public scoping meeting for the Environmental Impact
4 Report or EIR. So this is really the beginning of the
5 public process related to environmental review for the
6 project. There will be other opportunities for public
7 input in the environmental review process, and I'll get
8 into some of that a little bit later.

9 But really this is your first opportunity to
10 share your thoughts about the scope and the content of
11 the Environmental Impact Report that we're going to be
12 preparing for the project. So really the main purpose
13 of this meeting is for us to hear from you, your input
14 on what you'd like to see the EIR cover.

15 So I'm going to keep our remarks fairly brief.
16 Again, the purpose of the meeting is to hear from you.
17 But Kristen Hall is going to give an overview of the
18 project for those of you who may not be familiar with
19 it. And then I'll talk in a little bit more detail
20 about the process and the schedule for environmental
21 review, and then we'll go to the comment period.

22 And before I hand things over to Kristen, I
23 also want to introduce you to a few of the folks on the
24 project team. Rachel Schuett, who is not here tonight
25 because she's sick, is the main point of contact for

1 the Environmental Impact Report. Her contact
2 information will be my last slide. We'll leave that
3 up. It's in the meeting materials. But she's who you
4 can send your comments to at the Planning Department.
5 Enrique Landa is here from the project sponsor team.
6 We have Ted. Joyce Hsiao and Jennifer Brown are here
7 from the environmental consulting team. They'll be
8 working with the my department on the EIR.

9 John Francis is here from our Citywide
10 Planning Division. So he's overseeing -- the lead from
11 the Planning Department -- aspects for the urban design
12 and planning aspects of the project, whereas my
13 division is just working on the environmental review
14 part of the project.

15 So with that, I'm going to hand things over to
16 Kristen so that she can give you a brief overview of
17 the project, and I'll come back and talk about it a
18 little bit.

19 KRISTIN HALL: I don't have the loudest voice,
20 but --

21 (Reporter interruption)

22 KRISTIN HALL: I'll do my best here.

23 Well, thank you so much for coming out
24 tonight. I definitely recognize some faces, so I know
25 this might be familiar material for some people;

1 hopefully, I'll be interesting.

2 Just kind of as a baseline, what we're
3 studying in the EIR is this kind of conglomeration of
4 sites. So there's the power station site, which is
5 owned by Associate Capital, which is a 21-acre site.
6 There's the switchyards site, which is owned by PG&E.
7 And we're studying this as part of this overall project
8 for redevelopment. And then there's some land that's
9 owned by the quarry, which we're studying as part of
10 our shoreline improvement and also part of our street
11 access. So there's a couple different land owners kind
12 of within this special boundary.

13 But as some of you know, the history of this
14 site is that it's been continuously operational as an
15 industrial site, first, for the production -- for the
16 refining of sugar. So they built the power station so
17 they could do the very energy-intensive process of
18 refining sugar. And then, in 1964, they built this
19 power station that you see at the other end of the
20 site, which is what powered most of San Francisco. And
21 it was mothballed when they moved that power station
22 out to Pittsburg and kind of brought in the transbay
23 cable. So now a lot of the power production for
24 San Francisco is out of the East Bay.

25 And it was really kind of a great moment for

1 San Franciscans who had been witnessing all this smoke
2 coming out of this stack and kind of this environmental
3 question around health and just kind of the use for
4 this site on the waterfront being very industrial.

5 So now we've done a lot of work on this site
6 to demolish these tanks that you see out here. Some of
7 you might remember these three petrochemical tanks that
8 have been demolished. And that's really clearing the
9 way so that PG&E can continue their work on remediating
10 the site back to a healthy buildable standard.

11 We have been engaged in a process since May.
12 We started off with a block party, the Dogpatch Block
13 Party. We've had three community workshops. The
14 first, we did some visioning and listening; the second
15 one, we came and showed you three alternatives for the
16 site plan; and then the third one, we showed you our
17 preferred alternative, which is what we wrote our PPA
18 and EDA based on that description.

19 We've also had meetings with the DNA and the
20 Potrero Boosters throughout the summer. In September,
21 we had a fourth workshop where we introduced the
22 switchyard as part of the site. And then in October,
23 we had the La Cuncina Street Food Festival here, which
24 brought down a whole mix of users who hadn't been on
25 the site before. So that was really fun, had some

1 information for them.

2 We're here at this NOP scoping meeting, and
3 moving forward, we're going to continue to have open
4 houses. We're going to continue to engage the
5 neighborhood groups.

6 We have a website that's being launched any
7 day now -- is what I hear. Yeah. And there's been
8 site tours every month, so please sign up for those if
9 you haven't been on one yet. And then we're going to
10 continue to have process meetings associated with the
11 EIR. So we'll make sure to keep coming back at
12 milestones and all the way along the way to engage.

13 So throughout this process, where it started
14 was with these eight principles. And this is has
15 really been kind of the framing ideology behind the
16 whole project.

17 So the first principle is really about
18 creating an active and public waterfront experience.
19 This is such an amazing site on the waterfront. We
20 really want to make sure it feels like a waterfront
21 neighborhood.

22 The second principle is to accommodate the
23 growth in the city while creating a diversity of uses
24 that can support a vibrant, livable neighborhood. So
25 that's thinking about things like a mix of residential

1 and office, making sure that those things are coming
2 together and, on the street, open spaces that are alive
3 and vibrant all the way through the day and into the
4 evenings and weekends.

5 The third principle is to celebrate the site's
6 rich industrial history. It's kind of an amazing site,
7 these massive buildings on the site, how can we
8 incorporate that and adapt that into the fabric of this
9 future neighborhood.

10 The fourth is to establish an accessible
11 neighborhood that prioritizes walking, biking, and
12 transit. And this is very much in line with the City's
13 goals around being a much more sustainable -- having
14 much more sustainable modes of travel, making sure it's
15 really safe and enjoyable for pedestrians and cyclists.

16 The fifth principle is well-loved parks and
17 recreational facilities that will enhance the existing
18 neighborhood open-space network. There's a lot of open
19 space coming online in Dogpatch in the next few years.
20 We want to make sure we are linking in with that in a
21 meaningful way and bringing things that might not be
22 counted as part of those opportunities.

23 The sixth is to design a neighborhood that is
24 context appropriate, diverse, and human-scale. And
25 this is really speaking to the urban form, the built

1 form of the buildings, making sure we're building on
2 all the things we've learned from Mission Bay, all the
3 things we've learned from other developments in the
4 city to make sure this is really -- feels like a
5 human-scaled neighborhood.

6 The seventh is to create a healthy, resilient,
7 and environmentally forward-looking development. This
8 whole story arc of the past as the sturdy power station
9 and what is the future of city building, what's the
10 future of energy, and how do we really bring that to
11 inform the way we put utilities throughout the site
12 because that's one of the things we have to do.

13 And then finally, the eighth principle is
14 develop a financially feasible project that can deliver
15 the benefits promised to the community and the City.
16 If we're going to promise all these things, we want to
17 make sure we can actually build them and deliver on
18 them. So that's a really kind of important
19 under-riding principle.

20 So the way these principles come to ground on
21 the site is thinking about this unified, connected
22 neighborhood with Pier 70, picking up every thread that
23 they've left us on their north-south streets and
24 continuing them through our site to make sure it just
25 feels like one unified neighborhood here with what

1 they're doing next door.

2 And then also making sure that we're really
3 breaking down those larger blocks into smaller,
4 walkable blocks, that we really have this network of
5 spaces that really lead you towards the waterfront.

6 Getting past the unwelcome mat. We call our
7 switchyards out here our unwelcome mat. So making sure
8 that those connections into the site are really clear,
9 visible, safe, welcoming connections. Obviously
10 bringing the switchyard site into our project
11 description really helps as this community develops,
12 especially along our Humboldt Street access.

13 And then making sure that this is really
14 unmistakably a waterfront place. Everywhere you are in
15 the neighborhood there's views to the waterfront,
16 there's paths to the waterfront. And once you arrive
17 at the waterfront, you can really take advantage of
18 those amazing views back towards the city.

19 So in our first workshop, we did listening and
20 visioning. These are just examples of two boards we
21 had in our open space station. We got a lot of
22 comments, asked about preferences, got a lot of really
23 specific input on the kinds of things you'd like to see
24 here, land uses, what you want to see on the
25 waterfront, what are your concerns around

1 transportation, what are you thinking about when you're
2 thinking about sustainability, those kinds of things.

3 And we really wrapped that and took that
4 forward and developed three separate alternatives for
5 what the future of the site could look like.

6 We looked at an option which was all
7 consistently 90-foot, which kind of was similar to what
8 we see in Mission Bay, this kind of bulky, low, uniform
9 fabric. That wasn't really achieving the vision of a
10 diverse neighborhood, the diversity of building types.
11 And then we looked at two other options which explore
12 height in two configurations.

13 And we got a lot of comments back throughout
14 this whole process on what people were really thinking
15 about, what were their concerns. I won't read all of
16 these, but the key ones that really came out were
17 housing. Everyone's really interested in housing of
18 all kinds, affordable in particular. Thinking about
19 retail services that would complete a neighborhood, we
20 heard a lot about a grocery store.

21 The waterfront being this really active,
22 engaging waterfront place that we don't really see
23 always in San Francisco, this opportunity to bring
24 activity right next to the edge of the water, kind of
25 like The Ramp on steroids.

1 We heard that people want to know what the
2 project is, don't want a whole range of options like
3 has been studied on other sites, wanting a kind of
4 clear specificity and commitment to what we're going to
5 be doing here.

6 And then keeping the stack was an important
7 one, too, the kind of icon on the central waterfront.

8 So we came back with our proposed project,
9 which has a series of building types. The yellow is
10 residential; the light blue is office; the dark blue is
11 R and D. And in front here, we have in purple our
12 hotel, which is the idea if we can adapt it into a
13 hotel.

14 And the idea here is that we would have one
15 taller building which is kind of a point, counter-point
16 to the stack and really marks the location of life on
17 the waterfront. There's something happening here.
18 It's this kind of gateway into the central waterfront
19 from the southern end announcing that there is really
20 kind of something happening at this end of Dogpatch.

21 And then heights stepping down as we get
22 towards the waterfront, and thinking about, you know,
23 where are we going to kind of make sure that different
24 uses are each facing onto different streets and open
25 spaces to get that kind of life and vibrancy throughout

1 the day.

2 The way this plays out in our land use plan
3 is, again, yellow is residential, and the blue are
4 office and R and D. And so you can see we've really
5 limited the number of flex uses that we have. We're
6 studying flexible uses on a few parcels to make sure
7 that we can respond to different environmental concerns
8 that might come up. But really we're trying to limit
9 the amount of flexibility and range of options that
10 we're looking at.

11 And this land use configuration would be about
12 1800 units at the power station site and then another
13 600 units at the switchyards.

14 Our height plan -- and this is all -- these
15 are all figures in the PPA and our EDA as well. So our
16 height plan, you can see that there's kind of this
17 configuration where we have this kind of ring of this
18 lowest height towards the water, stepping up towards
19 kind of our center of activity with our taller building
20 and the stack kind of speaking to each other in this
21 way. And then stepping back down again as we get out
22 towards Illinois to respond to that fabric of the
23 American Industrial Center buildings north and south.

24 We have quite a bit of open space that we
25 proposed as part of this project, and it comes in sort

1 of three flavors. We have our waterfront park, which
2 is this kind of, as I said, this really active,
3 engaging waterfront experience. There's a kind of a
4 central green that connects between the Station A
5 building and Unit 3 and so kind of this view down the
6 middle of the project that will be kind of a civic
7 heart for the project. And then it's very similar in
8 scale to South Park, if you can imagine that kind of
9 character.

10 And then also we have a soccer field dedicated
11 on top of our district parking garage at this end of
12 the project. And the idea there, too, with that
13 district parking garage is that we're trying to capture
14 all the car traffic as it enters the site so that you
15 really -- you would drive in, and you'd park, and then
16 you could experience the rest of the site on foot. And
17 we're not bringing cars out to waterfront, that it's a
18 much more kind of pedestrian experience.

19 So just moving through these spaces, we have
20 what we call our living room towards this end of the
21 site, where it's this kind of urban space. You could
22 imagine movies on the wall or you could imagine
23 gatherings in this space. Then we have our kind of
24 game room, which is where you might find these more
25 social activities happening.

1 As you move towards the water, we call this
2 our front lawn. This would be flex fields for our
3 youth soccer and other things like that, picnicking
4 that could happen throughout the day and on weekends.

5 And then finally -- and this is kind of a view
6 down that central green where you can see the end of it
7 is really framed by this amazing structure of Unit 3
8 and the stack, visible along that whole green.

9 And then the soccer field on top of the
10 parking garage structure -- this obviously isn't
11 soccer; it's basketball. But that same kind of sense
12 of those amazing views and this dedicated space where
13 you can come and play soccer; you don't have to worry
14 about kicking picnickers off the field to play.

15 On our waterfront, we're thinking a lot about
16 programming, how to keep people moving along the
17 waterfront so that it really feels like this kind of
18 exciting place with a variety of different edge
19 conditions. And in those edge conditions, we're also
20 thinking about sea level rise.

21 So what you can see here, this is the line for
22 66-inches of sea level rise, which is the most
23 conservative estimates of sea level rise, plus the
24 100-year flood. There's a lot of numbers when we talk
25 about sea level rise. But it basically takes today's

1 100-year flood and adds 66 inches of sea level rise.
2 And that's where you get these numbers that we're
3 looking at here.

4 So without intervention, this is where we'd be
5 at 66 inches. The City requires you to look at
6 36 inches of sea level rise, which would be here
7 [indicating].

8 So our design anticipates the Bay Trail here
9 along the waterfront, which would be above the
10 66-year -- 66-foot [sic] sea level rise elevation. And
11 then all along here, we'd have a variety of edge
12 conditions of this protected edge, sometimes stepping
13 down to the waterfront, sometimes up and over the
14 waterfront, looking kind of at these vistas, and
15 different ways of kind of engaging with the water.

16 And then our streets, the way that they kind
17 of bring people into the site is with these specific
18 identities. So Humboldt is going to be our
19 neighborhood retail street. That's really the place
20 where you would find your grocery shopping and your dry
21 cleaning and your hair salon and those kinds of
22 neighborhood services.

23 23rd Street is going to be our PDR street. So
24 it will have ground floor PDR, very much in keeping
25 with the character of Dogpatch and a lot of this kind

1 of great -- you see these great industrial uses
2 happening side by side with residential and commercial
3 uses in Dogpatch. That's really -- what we refer to as
4 PDR is who we are, and so we're really embracing that.
5 And throughout the center part here, that would be this
6 kind of outdoor cafe and dining experience in this
7 sunny park.

8 And also childcare, making sure that that's
9 really part of this livable neighborhood as well.

10 So these are some images of local PDR that you
11 can see in Dogpatch. This is kind of what we're
12 building on with that flavor of 23rd Street.

13 And then, again, with 23rd Street thinking
14 about this path to the waterfront, 23rd is how you get
15 from the T out to the waterfront. That's where the
16 T stop is at. So thinking about a very welcoming
17 entrance along that street. Thinking about bike access
18 from Illinois out to the waterfront. And thinking
19 about 23rd as part of that Blue Greenway experience.
20 So the Blue Greenway will come down Illinois, but it
21 will have this kind of loop out to the waterfront
22 through Pier 70. So we want to pick it up on our
23 waterfront and bring it back and then make sure that
24 connection back to Illinois is a really great bike
25 facility, walking facility, really welcoming entrance

1 into our site.

2 For transportation demands management, we are
3 targeting a 20 percent reduction in vehicle trips,
4 single-occupancy vehicle trips for the site. So for
5 those of you who are interested in TDM, that's a pretty
6 good target. And some of the ways we anticipate doing
7 that is with car share, bike parking, transportation
8 information, and marketing.

9 And then also one of the things we're really
10 excited about is bringing the XX into our site and
11 making sure that it has a place to stop and turn
12 around. So this would be the terminus of the XX bus as
13 it travels through Dogpatch and back on its way out
14 into the rest of Mission Bay.

15 And then finally, making sure that the stack
16 really plays a leading role as an icon of the central
17 waterfront that it features prominently in our
18 neighborhood, as it already does. Thinking about
19 activities that can happen around the stack that can
20 kind of enliven the site and draw people here.

21 And also thinking about Unit 3, which is that
22 building out there, this image, you can see, is really
23 similar to Pomapdu Center. Just thinking about that
24 kind of character of that building as a hotel, as a
25 kind of iconic destination, really inviting. This is

1 an image of The Standard on the High Line in New York.
2 And the identity of The Standard is all about the
3 High Line flowing underneath and through it and that
4 very kind of public experience of the ground floor of
5 that building. So these are very much inspirations for
6 what we're thinking about with this building on the
7 waterfront.

8 And with that, I'll stop talking. But here's
9 some information for how you can reach us [indicating],
10 e-mail address. And also, if you'd like to sign up for
11 tours and register for project updates, this is the
12 website. And it will go live pretty soon with more
13 information about the project itself as well.

14 CHRIS KERN: Thanks.

15 Okay. So I'm going to talk just a little bit
16 more about the CEQA environmental review process and
17 how you can plug into that process.

18 So first, just the basic fundamental CEQA, or
19 the California Environmental Quality Act, is really a
20 law about providing information and specifically
21 information about how a project could affect the
22 physical environment. And that's information to be
23 used by the public and by public agency decision makers
24 in deciding whether or not to approve a project.

25 So it's required by state law. And we're,

1 like I said, just at the beginning of that process with
2 the this scoping meeting.

3 So, again, the purpose is to disclose
4 environmental impacts. It's to identify ways to avoid
5 or minimize significant impacts to the environment,
6 both through mitigation measures as well as through an
7 analysis of alternatives. That's part of the EIR
8 process.

9 Again, that's to inform the public and
10 decision makers and to improve interagency
11 coordination. All agencies, before they can take an
12 action to approve a project, have to consider the
13 information in the Environmental Impact Report and
14 provide opportunities for public participation.

15 So the EIR will include a very detailed
16 description of the project, really with a focus on how
17 the project could affect the physical environment, both
18 directly and indirectly. It will identify the
19 potential environmental effects of the project and
20 under a whole series of topics -- we haven't had the
21 pleasure of reading in an EIR; they're
22 multidisciplinary and very comprehensive. So it will
23 address everything from traffic impacts to air impacts,
24 water quality impacts, recreation, noise, and a whole
25 bunch of other topics. And, again, we'll identify

1 mitigation measures and alternatives that would lessen
2 or avoid significant impacts of the project.

3 So, right now we're in this initial scoping
4 period. And that began on November 1st, when we sent
5 out our Notice of Preparation of the Draft EIR. The
6 scoping period ends December 1st. So you have until
7 then to provide us your comments either tonight or by
8 e-mail or by fax or mail. And those comments -- what
9 we're looking for, again, is input on the scope and
10 content of the EIR, what you think we should address in
11 that document.

12 Once we close that scoping period, we'll get
13 to work on preparing the Draft EIR, which means
14 publishing for public review this coming summer. There
15 will be a 45-day public review and comment period on
16 the Draft EIR, and we'll hold a public hearing at the
17 Planning Commission during that comment period so
18 people can provide comments at the hearing or, again,
19 in writing.

20 And then once we've closed that comment
21 period, we'll then prepare written responses in another
22 document called the Responses to Comments document that
23 responds to all of the comments that we received on the
24 Draft EIR. We'll publish that document, and then we'll
25 have another hearing at the Planning Commission where

1 they'll consider the totality -- the Draft EIR and the
2 Responses to Comments document -- which, if they find
3 meets the requirements of CEQA, they'll certify as the
4 Final EIR.

5 And we expect that to happen around the summer
6 of 2019. So now I want to turn to the public comment
7 part of the meeting. I only have one speaker slip, and
8 so that's okay. But if others want to speak, let me
9 know. You can submit your comments in writing as well,
10 and I'll leave contact information up.

11 And comments, whether you make them tonight or
12 in writing, again, should sort of focus on these topics
13 here in orange, really, what you want us to cover in
14 the evaluation of the environmental impacts of the
15 project.

16 So I'm going to leave our -- oh, yes. Since
17 I've only got one speaker, I might be a little bit more
18 generous with time. If you need more than two minutes,
19 that's okay. But, again, if you have more extensive
20 comments or if you don't want to speak tonight, please
21 feel free to submit your comments to us in writing.
22 And here's the contact information for doing that.

23 So Peter Linenthal.

24 PETER LINENTHAL: Hello. I'm Peter Linenthal.

25 CHRIS KERN: If you wouldn't mind coming on

1 up.

2 PETER LINENTHAL: Sure. I'm Peter Linenthal.
3 I direct the Potrero Hill Archive Project. We've been
4 collecting history about Potrero Hill for over 20
5 years.

6 This site is a big site, and it's really
7 important in the history of the city because different
8 technologies and businesses producing power competed
9 here and eventually were merged into PG&E.

10 One interesting fact is that, after the 1906
11 earthquake, a lot of power plants were out of
12 commission. But it was the power plants in Potrero
13 Hill that still functioned and were able to help the
14 City rebuild.

15 Although it's a big site, there aren't very
16 many structures remaining that talk about that past as
17 a center of power generation. I'm really glad that the
18 boiler building and the stack, those seem to have a lot
19 of community support, and people are imaging ways to
20 reuse them.

21 But I'm concerned that the brick buildings,
22 which are really quite a bit older than the stack and
23 the boiler building, don't seem to have received the
24 same attention. And I think, when you look at sites
25 like -- what is it -- oh, Gas Works Park in Seattle is

1 an amazing site where these, like, hulking pieces of
2 machinery that people were eager to get rid of were
3 saved, and now they're the centerpiece of a beautiful
4 park. And people are so glad that they hung onto them.

5 I feel like, if the brick structures were torn
6 down, we would really regret it in the future because
7 they're -- they're all that remains of what was this
8 incredibly massive collection of buildings right where
9 we are now that mostly have disappeared.

10 And I don't mean that they have to be
11 preserved exactly as they are. Like that term
12 "creative reuse," I don't know, windows could be put
13 in. I've seen castles in Europe that have rampways
14 that penetrate them. So they're transformed, but
15 they're also preserved at the same time.

16 So I hope we can. Thank you.

17 CHRIS KERN: Thank you.

18 So last chance.

19 PETER LINENTHAL: One thing I forgot to tell
20 you about, the competing technologies of power
21 generation. There was a kind of power generation that
22 gas -- water gas. And ammonia was a byproduct of that
23 technology. I don't quite understand how that worked.

24 But in any case, this is a bottle from the
25 water gas works that was nearby, holding ammonia that

1 people could buy.

2 CHRIS KERN: So if there are no other speakers
3 tonight, again, please, if you have comments on the
4 scope of the EIR, please send us to them by
5 December 1st.

6 And we'll stick around for a few minutes if
7 folks have questions. If you have more questions about
8 the environmental review process, please come and see
9 me or contact us at the Planning Department.

10 Thank you.

11 (Whereupon, the proceedings concluded
12 at 7:13 p.m.)
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1 STATE OF CALIFORNIA)
) ss.
2 COUNTY OF MARIN)

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, do hereby certify
5 that the foregoing proceedings were reported by me, a
6 disinterested person, and thereafter transcribed under
7 my direction into typewriting and which typewriting is
8 a true and correct transcription of said proceedings.

9 I further certify that I am not of counsel or
10 attorney for either or any of the parties in the
11 foregoing proceeding and caption named, nor in any way
12 interested in the outcome of the cause named in said
13 caption.

14 Dated the 7th day of December, 2017.

15 
16 DEBORAH FUQUA
17 CSR NO. 12948
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