



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 23, 2017
TO: Planning Commission
FROM: Melinda Hue and Rick Cooper, Environmental Planning
RE: Errata to the Environmental Impact Report for the
Pier 70 Mixed-Use District Project
Planning Department Case No. 2014-001272ENV

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Following publication of the Responses to Comments document (RTC) for the Pier 70 Mixed-Use District Project Draft Environmental Impact Report (Draft EIR), the project sponsors, the Port of San Francisco (Port) and Forest City Development California, Inc., proposed a modification to the Project Description with respect to the Irish Hill Passageway Variant, originally introduced in Chapter 2 of the RTC. The revision is specific to the location of the west-east running pedestrian passageway located along Illinois Street, between the proposed 21st Street and the existing 22nd Street. This revision shifts the pedestrian passageway south, to the corner of Illinois Street and 22nd Street, creating a diagonal pedestrian corridor to the Irish Hill Playground, which is intended to provide improved visual access to the Irish Hill remnant.

This errata updates the text and figures introduced in RTC Chapter 2 that describe the Irish Hill Passageway Variant. It also includes minor text changes to mitigation measures identified in the EIR to make their language consistent with that in the Mitigation Monitoring and Reporting Program.

The Environmental Planning Division of the Planning Department has analyzed the proposed revisions to the Project Description's Irish Hill Passageway Variant and the minor, non-substantive text changes to mitigation measures, and has determined that the proposed modifications would not result in new significant environmental impacts or substantially increase the severity of a significant impact identified in the EIR, and no new mitigation measures would be necessary. Further, these modifications do not change any of the conclusions in the EIR and do not constitute significant new information that requires recirculation of the EIR under the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21092.1) and the CEQA Guidelines (14 California Code of Regulations Section 15088.5).

These additional staff-initiated text changes will be incorporated into the Final EIR. New revisions are noted in **red**, with deletions marked with **strikethrough** and additions noted with **double underline**. Two new figures introduced in the RTC – Figure 6.1: Irish Hill Passageway

Variant, and Figure 6.3: Irish Hill Passageway Variant Shadow on Irish Hill Playground at 4:00 PM (PDT) on the Summer Solstice – have also been revised. The changes are described on the figure pages.

REVISIONS TO THE IRISH HILL PASSAGEWAY VARIANT TEXT AND FIGURES (RTC pp. 2.16-2.27)

IRISH HILL PASSAGEWAY VARIANT

Following the close of the Draft EIR public comment period, the project sponsors met and conducted site visits with commenters who expressed concerns about the impact of new infill construction on the existing views of the Irish Hill remnant, a contributing landscape feature of the UIW Historic District. Based on further feedback received from commenters, the project sponsors initiated revisions to the Proposed Project to add a new project variant to the EIR, the Irish Hill Passageway Variant, which is intended to enhance views of the Irish Hill remnant from Illinois Street. This new variant would shift the pedestrian passageway between Illinois Street and the Irish Hill Playground ~~northward~~ southward to the corner of Illinois and 22nd streets by approximately 165 feet to align with the Irish Hill remnant, creating a view and pedestrian corridor to the landscape feature from ~~Illinois Street~~ the southwest corner of the project site.

Summary Chapter

The third sentence of the second paragraph on EIR p. S.1 has been revised, as follows (new text is underlined):

The Proposed Project also includes four variants that consider modifications to the proposed infrastructure and building systems to enhance sustainability and one variant that would create a west east running view corridor ~~visual access~~ to Irish Hill.

The last sentence of the second complete paragraph on EIR p. S.4 has been revised, as follows (new text is underlined):

The Proposed Project also includes four variants that consider modifications to the proposed infrastructure and building systems to enhance sustainability and one variant that would create a west east running view corridor ~~visual access~~ to Irish Hill.

The first two paragraphs under the heading “C. Summary of Project Variants” on EIR p. S.108 have been revised, as follows (new text is underlined and deletions are shown in ~~strike through~~):

~~Four~~ Five project variants are evaluated in this EIR, and are described in detail in Chapter 6, Variants. These include: a Reduced Off-Haul Variant; a District Energy System; a Wastewater Treatment and Reuse System (WTRS); ~~and~~ an Automated Waste Collection System (AWCS); and an Irish Hill Passageway Variant. There is one proposed construction-related variant of the Proposed Project and three proposed variants on infrastructure features of the Proposed Project, all of which focus on sustainability, and one variant that would create a west east running view corridor ~~visual access~~ to Irish Hill.

For each variant, all other features would be the same as or similar to the Proposed Project. The variants do not involve any change to the mix of land uses, the space allocation of uses, or the residential unit count under the Maximum Residential and Maximum Commercial Scenarios of the Proposed Project. Likewise, the four variants that consider modifications to the proposed infrastructure and building systems to enhance sustainability would not involve any change to the locations, configurations, or building envelopes of the programmed development under the two scenarios analyzed for the Proposed Project. Physical environmental effects ~~from of~~ the project variants would be the same or similar to the Proposed Project. All mitigation measures and improvement measures identified for the Proposed Project would be the same under the project variants.

The following summary of the new Irish Hill Passageway Variant has been added after the first complete paragraph on EIR p. S.110 (new text is underlined):

IRISH HILL PASSAGEWAY VARIANT

The purpose of the Irish Hill Passageway Variant is to ~~realign shift~~ the proposed pedestrian passageway between Illinois Street and the proposed Irish Hill Playground ~~southward to the corner of Illinois and 22nd streets~~ in order to create ~~a view corridor~~ visual access through proposed infill construction, from ~~the southwest corner of the project site~~ Illinois Street to the Irish Hill landscape feature. Under the Proposed Project, the 40-foot-wide pedestrian passageway connecting Illinois Street and the proposed Irish Hill Playground would separate construction between Parcel PKS and Parcel HDY2 ~~near at~~ the southwest corner of the project site. Under the Irish Hill Passageway Variant, the pedestrian passageway would be shifted ~~southward~~ northward by approximately 165 feet, to ~~the corner of Illinois and 22nd streets~~, and would bisect Parcel HDY2, creating a new Parcel HDY3 adjacent and to the south of Parcel PKS ~~(which would become PKS1 and HDY3 with this variant)~~, to allow views of the ~~southern and western faces of the Irish Hill remnant from Illinois Street~~. ~~In addition, the relocated pedestrian passageway would widen from 40 feet at Illinois Street to 55 feet at Irish Hill Playground to further increase the breadth of views from Illinois Street~~. In all other respects, this variant would be substantially the same as described for the Proposed Project. There would be no change in the land use program, total gross square footage, or height under the Irish Hill Passageway Variant.

The Irish Hill Passageway Variant would be substantially the same as described for the Proposed Project related to demolition, excavation, and site grading; the construction of shoreline improvements; geotechnical stabilization; the construction of the transportation, open space, and utility infrastructure network. Under both the Maximum Residential Scenario and Maximum Commercial Scenario, the Irish Hill Passageway Variant would be constructed as part of Phase 3, as described for Parcel PKS under the Proposed Project.

Chapter 1, Introduction

The second paragraph on EIR p. 1.10 has been revised to introduce the new Irish Hill Passageway Variant, as follows (new text is underlined and deletions are shown in ~~strikethrough~~):

Chapter 6, Project Variants, presents one proposed construction-related and three proposed operational-related variants on infrastructure features of the Proposed Project that focus on sustainability, and one variant that would create ~~a west-east running view corridor~~ visual access

to Irish Hill. The variants modify one limited feature or aspect of the Proposed Project. The ~~four~~ five variants considered are a Reduced Off-Haul Variant, a District Energy System Variant, a Wastewater Treatment and Reuse System Variant, ~~and~~ an Automated Waste Collection System Variant, and an Irish Hill Passageway Variant.

Chapter 2, Project Description

The last sentence on EIR p. 2.3 has been revised, as follows (new text is underlined):

The Proposed Project also includes four variants that consider modifications to the proposed infrastructure and building systems to enhance sustainability, and one variant that would create a west-east running view corridor visual access to Irish Hill.

The first paragraph on EIR p. 2.74 has been revised to add an introductory reference to the new Irish Hill Passageway Variant, as follows (new text is underlined and deletions are shown in ~~strike through~~):

E. PROJECT VARIANTS

In addition to the specific characteristics of the Proposed Project described in this chapter, there are ~~four~~ five proposed variants to the Proposed Project, each of which modifies one limited feature or aspect of the Proposed Project. One, a Reduced Off-Haul Variant, is a construction-related variant; ~~the other~~ three – a District Energy System Variant, a Wastewater Treatment and Reuse System (WTRS) Variant, and an Automated Waste Collection System (AWCS) Variant – are variants on infrastructure features of the Proposed Project, ~~and all of the~~. The first four proposed variants focus on sustainability. The last variant – an Irish Hill Passageway Variant – would create a west-east running view corridor visual access to Irish Hill. The ~~four~~ five variants are described below.

The following description of the new Irish Hill Passageway Variant has been added to the end of EIR p. 2.79 (new text is underlined).

IRISH HILL PASSAGEWAY VARIANT

Under the Proposed Project, the 40-foot-wide pedestrian passageway connecting Illinois Street and the proposed Irish Hill Playground would separate Parcel PKS and Parcel HDY2 at the southwest corner of the project site.

Under the Irish Hill Passageway Variant, the pedestrian passageway would be shifted ~~northward~~ southward northward by approximately 165 feet to the corner of Illinois and 22nd streets, and would, ~~to~~ bisect Parcel HDY2, creating a new Parcel HDY3 adjacent and to the south of Parcel PKS (which would become PKS1 and HDY3 with this variant), to allow views of the southern and western faces of the Irish Hill remnant from Illinois Street. In addition, the relocated pedestrian passageway would widen from 40 feet at Illinois Street to 55 feet at Irish Hill Playground to further increase the breadth of views from Illinois Street. In all other respects, this variant would be substantially the same as described for the Proposed Project.

Chapter 6, Project Variants

The first paragraph on EIR p. 6.1 has been revised to add an introductory reference to the new Irish Hill Passageway Variant, as follows (new text is underlined and deletions are shown in ~~strike through~~):

Chapter 6, Project Variants, discusses ~~four~~ five variations on features of the Proposed Project that are under consideration by the project sponsors: a Reduced Off-Haul Variant, a District Energy System Variant, a Wastewater Treatment and Reuse System (WTRS) Variant, ~~and an Automated Waste Collection System (AWCS) Variant,~~ and an Irish Hill Passageway Variant. The variants modify one limited feature or aspect of the Proposed Project, unlike the Alternatives to the Proposed Project analyzed in Chapter 7, Alternatives, which provide a different features or characteristics to the Proposed Project. Therefore, each variant is the same as the Proposed Project except for the specific variation described. The variants are being considered by the project sponsors, but have not been confirmed to be part of the Proposed Project. Each variant could be selected by the project sponsors and decision-makers, and any variant or combination of variants could be included in the Proposed Project as part of an approval action.

The following description and analysis of the new Irish Hill Passageway Variant has been added to the end of EIR p. 6.85. This entirely new section of EIR Chapter 6, Project Variants, is not underlined for ease of reading. This text change also adds three new figures to the EIR: Figure 6.1: Irish Hill Passageway Variant, Figure 6.2: Proposed Project Shadow on Irish Hill Playground at 4:00 PM (PDT) on the Summer Solstice, and Figure 6.3: Irish Hill Passageway_Variant Shadow on Irish Hill Playground at 4:00 PM (PDT) on the Summer Solstice. These new figures are shown below on p. 2.20, p. 2.26, and p. 2.27.

E. IRISH HILL PASSAGEWAY VARIANT

Introduction

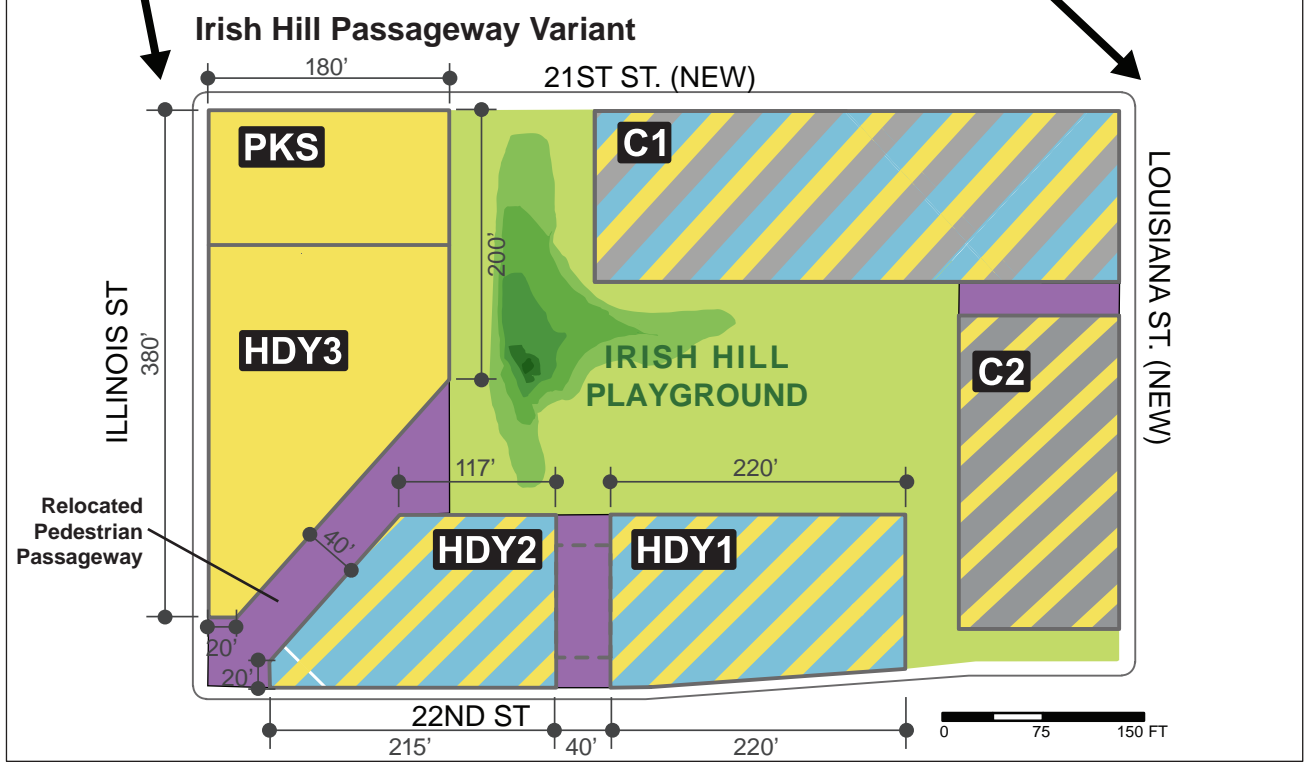
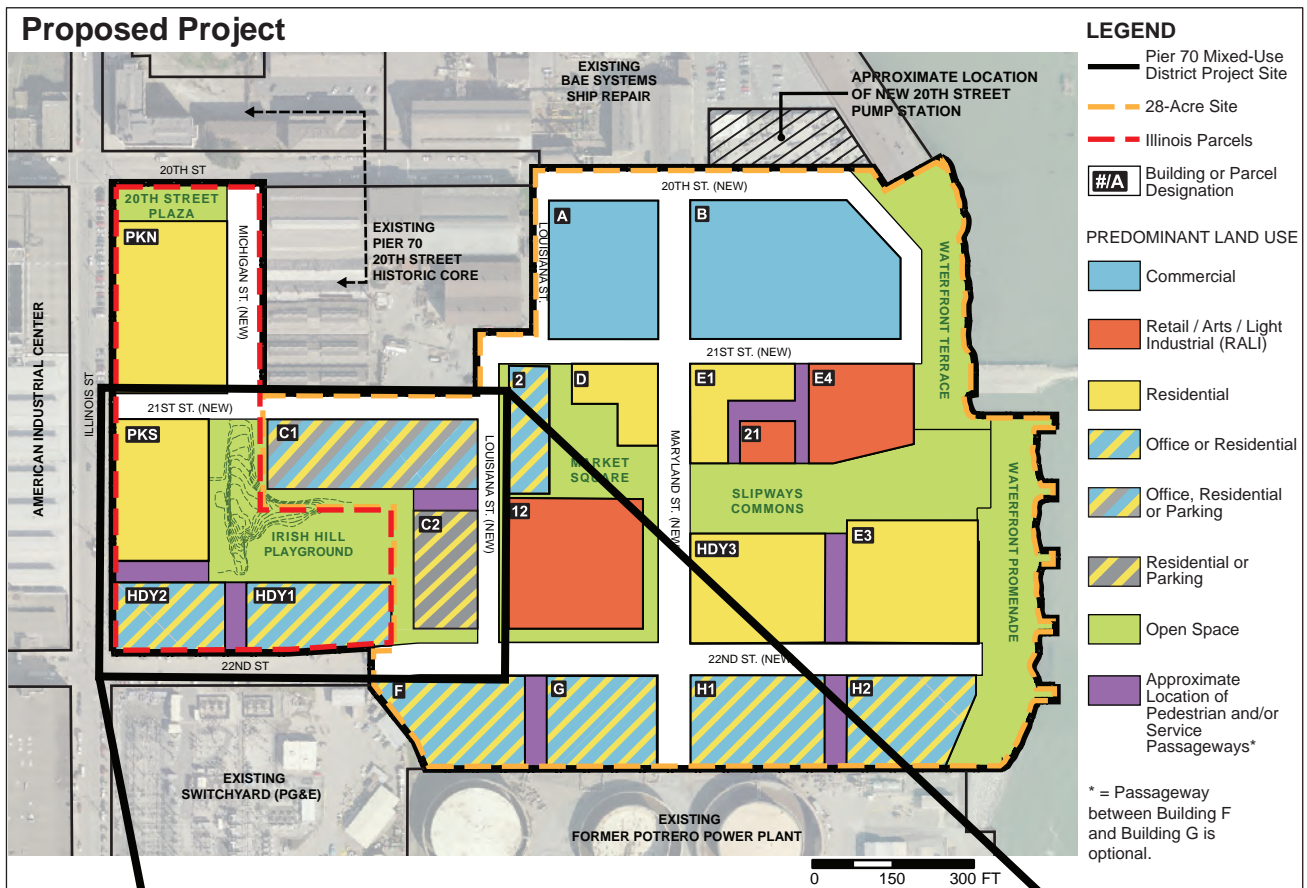
The project sponsors are considering the Irish Hill Passageway Variant in response to several comments received from the public during the DEIR comment period that expressed concern for the loss of existing views to Irish Hill resulting from construction of the infill construction along Illinois Street under the Proposed Project (see Comment CR-6: Irish Hill, on RTC pp. 4.F.40-4.F.45).

Description

The purpose of the Irish Hill Passageway Variant is to realign the proposed pedestrian passageway between Illinois Street and the proposed Irish Hill Playground in order to create ~~a view corridor~~ visual access through proposed infill construction, from the southwest corner of the project site Illinois Street to the Irish Hill landscape feature.

Under the Proposed Project, the 40-foot-wide pedestrian passageway connecting Illinois Street and the proposed Irish Hill Playground would separate construction between Parcel PKS and Parcel HDY2 at the southwest corner of the project site (see Figure 2.14: Mid-block Passageway Locations, on p. 2.43).

Under the Irish Hill Passageway Variant, the pedestrian passageway would be shifted southward northward by approximately 165 feet to the corner of Illinois and 22nd streets, and would bisecting Parcel HDY2, creating a new Parcel HDY3 adjacent and to the south of Parcel PKS (which would become PKS1 and HDY3 with this variant), and would widen from 40 feet at Illinois Street to 55 feet at Irish Hill Playground, to allow views of the southern and western faces of the Irish Hill remnant ~~from Illinois Street~~. (See Figure 6.1: The Irish Hill Passageway Variant.)



Source: Sitalab Urban Studio, Turnstone Consulting/SWCA (2017)

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(NEW) FIGURE 6.1: IRISH HILL PASSAGWAY VARIANT
 * Note: Revised to include a new site plan for the Irish Hill Passageway Variant.

As such, this variant includes only minor changes to the configuration of infill construction within Parcel PKS and HDY2. Under this variant, the relocated pedestrian passageway would bisect Parcel HDY2, creating a new Parcel HDY3 adjacent and to the south of Parcel PKS, ~~and new construction within the southern portion of PKS (now HDY3) would abut new infill construction within Parcel HDY2 to the south.~~

In all other respects, the Irish Hill Passageway Variant would be substantially the same as described for the Proposed Project. There would be no change in the land use program, total gross square footage, or building height under this variant.

PROPOSED CONSTRUCTION PHASING

The Irish Hill Passageway Variant would be substantially the same as described for the Proposed Project regarding demolition, excavation, and site grading; the construction of shoreline improvements; geotechnical stabilization; and the construction of the transportation, open space, and utility infrastructure network.

Under both the Maximum Residential Scenario and Maximum Commercial Scenario, the Irish Hill Passageway Variant would be constructed as part of Phase 3, as described for Parcel PKS (Chapter 2, Project Description, Table 2.5: Project Construction and Rehabilitation Phasing for the Maximum Residential Scenario (EIR pp. 2.80-2.81), and Table 2.6: Project Construction and Rehabilitation Phasing for the Maximum Commercial Scenario (EIR pp. 2.83-2.84).

Proposed Land Use Programs

The Irish Hill Passageway Variant ~~does~~ would not include any changes to the land use programs for the Maximum Residential Scenario or Maximum Commercial Scenario identified for the Proposed Project.

The proposed pedestrian passageway would bisect Parcel HDY2, creating a new Parcel HDY3 adjacent and to the south of Parcel PKS. The new Parcel HDY3 is connected to Parcel PKS, but separated southern portion of Parcel PKS under this variant would be renamed “HDY3” because it would be located entirely within the existing Hoedown Yard (HDY) parcel. However, in all other respects, it would continue to be considered part of Parcel PKS, and the PKS land use limits would continue to apply for the purpose of allocating allowable uses (Residential and RALI), and amounts of uses, under both the Maximum Residential Scenario (see Table 2.3: Project Summary – Maximum Residential Scenario, on p. 2.29) and the Maximum Commercial Scenario (see Table 2.4: Project Summary – Maximum Commercial Scenario, on p. 2.31). As such, like Parcel PKS under the Proposed Project (and unlike Parcels HDY1 and HDY2 to the south), “Parcel HDY3” under this variant would not allow commercial use under either the Maximum Residential Scenario or Maximum Commercial Scenario.

The Irish Hill Passageway Variant would not change the existing 65-X height limit for the western portion of the project site along Illinois Street. The variant ~~does~~ would not include any changes to the proposed traffic and roadway plan, new infrastructure and utility plans, geotechnical stabilization plan, or the shoreline improvement plan described in Chapter 2, Project Description. It would ~~includes~~ only minor changes to the pedestrian network through Parcel PKS and the path of pedestrian travel through Irish Hill Playground.

Impact Evaluation

APPROACH TO ANALYSIS

The Irish Hill Passageway Variant would be substantially the same as described for the Proposed Project with respect to the phasing, duration, excavation and construction activities. It ~~does~~ would not involve any substantial change to the location and mix of land uses, the space allocation of uses, or the residential unit count under the Maximum Residential Scenario and Maximum Commercial Scenario of the Proposed Project.

Therefore, physical environmental effects under this variant would be substantially the same as those identified for the Proposed Project for the following environmental topics: Land Use and Land Use Planning, Population and Housing, Cultural Resources (Archeological Resources), Air Quality, Greenhouse Gas Emissions, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural and Forest Resources. All mitigation and improvement measures for these topics identified for the Proposed Project would be applicable to this variant.

The Irish Hill Passageway Variant would not change the proposed roadway network and would continue to offer the same number of pedestrian connections to and from the proposed Irish Hill Playground open space. The relocation of the pedestrian passageway from Illinois Street ~~southward~~ ~~northward~~ under this variant would redirect a pedestrian's path of travel around the Irish Hill feature, but would not obstruct pedestrian travel through the open space nor conflict with the recreational uses of the proposed Irish Hill Playground open space. This variant would, therefore, not result in a significant impact under the topic of Transportation and Circulation or under the topic of Recreation.

Under the Proposed Project, future buildings on Parcels PKN, PKS, and HDY2 would block traffic noise from Illinois Street, which would reduce traffic noise levels in areas to the east, including Irish Hill Playground. The Irish Hill Passageway Variant would not increase the number of openings along the Illinois Street site frontage, but would shift the proposed passageway ~~southward to the corner of Illinois and 22nd streets, northward by approximately 165 feet. While traffic noise from Illinois Street would travel through this passageway, proposed widening of the east end of this passageway to 55 feet would not substantially alter this effect since the opening at Illinois Street would still be 40 feet wide. For these reasons, Therefore,~~ project-level and cumulative noise and vibration impacts under the Irish Hill Passageway Variant would be substantially the same as those identified under the Proposed Project (see Section 4.F, Noise and Vibration). Implementation of the Irish Hill Passageway Variant would not result in new or substantially more severe impacts, would not change the analysis or conclusions in that section, and no new mitigation measures would be required.

To the extent that the Irish Hill Passageway Variant would modify the configuration of infill development within Parcel~~s~~ PKS ~~and HDY2~~ to create ~~a view corridor~~ visual access to Irish Hill, a contributing landscape feature of the UIW Historic District, it could change the ability of the feature to convey its contribution to the significance of the UIW Historic District. The configuration of infill development under this variant could also change localized pedestrian winds and shadow patterns in and around the proposed Irish Hill Playground open space. For these reasons, the environmental topics of Historic Architectural Resources, and Wind and Shadow are discussed in greater detail below.

CULTURAL RESOURCES

Historic Architectural Resources

The proposed relocation and widening of the proposed pedestrian passageway connecting Illinois Street to the proposed Irish Hill Playground would result in minor changes to the configuration of the infill construction on Parcel~~s~~ PKS and HDY2 (Parcel HDY2 would be bisected, creating a new Parcel HDY3 to the south of PKS which would become PKS1 and HDY3 with this variant) and would increase the visibility of Irish Hill, a contributing landscape feature of the UIW National Register Historic District.

The EIR acknowledges that infill construction under the Proposed Project would diminish the integrity of the District, as discussed under Impact CR-9 on pp. 4.D.98-4.D.99 [*as revised and presented in the Responses to Comments document on RTC pp. 4.F.27-4.F.32*]. However, no views of the Irish Hill remnant, either from within or outside of the historic district, are cited as character-defining features of the District in the National Register nomination. The EIR concludes that although the proposed infill construction around the Irish Hill remnant under the Proposed Project would diminish the integrity of the District somewhat, it would not materially alter, in an adverse manner, those physical characteristics of the UIW National Register Historic District that justify its inclusion in the California Register of Historical Resources.

While the variant would result in minor changes to the configuration of the infill construction on Parcel~~s~~ PKS and HDY2 (Parcel HDY2 would be bisected, creating a new Parcel HDY3 to the south of PKS which would become PKS1 and HDY3 with this variant), the increase in visibility of the Irish Hill remnant would thereby increase the ability of the Irish Hill contributing landscape feature to convey its association with, and contribution to, the UIW National Register Historic District. For this reason, the Irish Hill Passageway Variant would lessen the less-than-significant adverse impact identified for new infill construction surrounding Irish Hill on the integrity of the UIW Historic District

The project-level and cumulative historic architectural impacts under the Irish Hill Passageway Variant would be substantially the same as those identified under the Proposed Project, or in the case of the Irish Hill remnant, slightly lesser, and mitigation and improvement measures identified for the Proposed Project would apply to the variant. Implementation of the Irish Hill Passageway Variant would not result in new or substantially more severe impacts, would not change the analysis or conclusions in that section, and no new mitigation measures would be required.

WIND AND SHADOW

Wind

Wind tunnel testing for the Proposed Project did not identify any ground-level wind hazards in the vicinity of Parcel PKS or Irish Hill Playground under the Baseline, Project (both Maximum Residential and Maximum Commercial Scenarios), and Cumulative Configurations (both Maximum Residential and Maximum Commercial Scenarios).

The Irish Hill Passageway Variant would not change the proposed heights of any buildings within the project site. Shifting the pedestrian passageway under this variant southward to the corner of Illinois and 22nd streets approximately 165 feet northward is not in a location or of a

nature or magnitude that could result in a new wind hazard exceedance in the vicinity.^{18A} Rather, as with the Proposed Project, under both the Proposed Project and Cumulative Configurations, construction under the Irish Hill Passageway Variant would be expected to substantially improve ground-level wind comfort conditions overall to the east of Parcel PKS within the proposed Irish Hill Playground, over those of the Baseline Configuration.

Building C1 would be adjacent to the Irish Hill Playground. The EIR identified a hazard exceedance on the proposed Building C1 rooftop terrace open space under the Proposed Project (Maximum Residential and Maximum Commercial Scenarios). The Irish Hill Passageway Variant would not substantially affect rooftop wind conditions at Building C1. Buildings within the PKS parcels along Illinois Street would continue to be 65 feet tall. Westerly winds would continue flow over the proposed 65-foot-tall buildings within the Illinois Parcels and would continue to reach the proposed 90-foot-high rooftop open space located at the exposed westernmost edge of the proposed 90-X Height District. Mitigation Measure M-WS-2: Wind Reduction for Rooftop Winds (EIR p. 4.I.60) would continue to reduce the impact of rooftop wind to a less-than-significant level.

The project-level and cumulative wind impacts under the Irish Hill Variant would be substantially the same as those identified under the Proposed Project (see EIR Section 4.I, Wind, pp. 4.I.63-4.I.68) and mitigation and improvement measures identified for the Proposed Project would apply to the variant. Implementation of the Irish Hill Passageway Variant would not result in new or more severe impacts, would not change the analysis or conclusions in that section, and no new mitigation measures would be required.

Shadow

The shadow impacts of the Proposed Project on the open spaces that would be constructed under the Proposed Project are described, for informational purposes, on EIR pp. 4.I.98-4.I.111. Likewise, the shadow impacts of the variant on open spaces that would be constructed under the Proposed Project are described herein for informational purposes.

The changes to building configuration under this variant would occur at the western extent of the project site, south of the proposed 21st Street. Due to this position within the project site, shadow impacts of this variant would be substantially the same as those identified, described, and illustrated for the open spaces of the Proposed Project, except for impacts on Irish Hill Playground, which is immediately east of Parcel PKS and would be shaded by buildings within Parcel PKS.

The Irish Hill Passageway Variant would not change the proposed heights of any buildings within the project site. Under the Irish Hill Passageway Variant, the pedestrian passageway at the south end of Parcel PKS ~~under the Proposed Project (which would become PKS1 and HDY3 under this variant)~~ would be shifted southward to the corner of Illinois and 22nd streets northward by approximately 165 feet and widened at the parcel's eastern end. ~~Shadow under this variant would be similar in terms of timing and extent of shadow.~~ The loss of sunlight resulting from the elimination of the gap between buildings at the south end of Parcel PKS would be offset by the creation of a new gap bisecting Parcel HDY2 PKS. With the relocation of the pedestrian passageway, sunlight within and through the relocated passageway gap would be correspondingly shifted southward ~~northward~~ and would occur in the early afternoon around 2:00 PM, rather than around 4.00 PM under the Proposed Project. In addition, the variant would

also widen the eastern end of the relocated pedestrian passageway from 40 feet under the Proposed Project to about 105 55 feet, both decreasing the aggregate building coverage within Parcels PKS and HDY2, while increasing the overall area of the Irish Hill Playground open space.

See Figure 6.2: Proposed Project Shadow on Irish Hill Playground at 4:00 PM (PDT) on the Summer Solstice. This figure shows the pedestrian passageway at the southern end of Parcel PKS in sunlight (the passageways are considered part of the open space). At this time of year and day, the sun aligns with the east-west orientation of the pedestrian passageway in the late afternoon. Figure 6.3: Irish Hill Passageway Variant Shadow on Irish Hill Playground at 4:00 PM (PDT) on the Summer Solstice shows the ~~sunlit~~ passageway shifted to the south north. By this time, the passageway would be largely shadowed by development within Parcel HDY3 under this variant. As the day progresses, the variant shadow on Irish Hill Playground, like the Proposed Project, would lengthen and sweep eastward and southward.

As noted on p. 4.I.107, much of the playground would be shaded for much of the day and year under the Proposed Project. Shadow from buildings that would enclose the space to the west, south, and east under the Proposed Project would decrease the comfort of the space for use as a playground for much of the day throughout the year for those users who prefer sunlight to shade. This condition would be similar under the variant, but would be improved somewhat under the Irish Hill Passageway Variant due to the overall decrease in building coverage within current Parcels PKS and HDY2 under the variant.

The following new footnote has been added to EIR p. 6.85 as part of this revision (new text is underlined). The new footnote will be assigned its proper sequential number in the consolidated Final EIR.

^{18A} Neetha Vasan, Frank Kriksic, RWDL, Wind Consultants, Memorandum: Pedestrian Wind Analysis – Revised Irish Hill Passageway Variant Review of PKS Variant, Pier 70 Mixed-Use District Project, San Francisco, CA, August 17, 2017 April 19, 2017.



Source: Prevision Design, Turnstone Consulting/SWCA (2017)

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(NEW) FIGURE 6.2: PROPOSED PROJECT SHADOW ON IRISH HILL PLAYGROUND AT 4:00 PM (PDT) ON THE SUMMER SOLSTICE



Source: Prevision Design, Turnstone Consulting/SWCA (2017)

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(NEW) FIGURE 6.3: IRISH HILL PASSAGEWAY VARIANT SHADOW ON IRISH HILL PLAYGROUND AT 4:00 PM (PDT) ON THE SUMMER SOLSTICE
 * Note: Revised to include a new site plan for the Irish Hill Passageway Variant and the percentage of net new shadow on the Irish Hill Playground.

REVISIONS TO MITIGATION MEASURES

The following minor text changes have been made to the mitigation measures identified in the EIR to make their language consistent with that in the Mitigation Monitoring and Reporting Program.

A global change has been made to change “project sponsor” to “project sponsors” in the following mitigation measures:

- M-CR-1a: Archeological Testing, Monitoring, Data Recovery and Reporting (in the measure’s third sentence on EIR p. 4.D.25);
- M-NO-7: Noise Control Plan for Special Event Outdoor Amplified Sound (in the measure’s first sentence and first bulleted item on p. 4.F.73);
- M-BI-3: Pile Driving Noise Reduction for Protection of Fish and Marine Mammals (in the last sentence of the partial paragraph at the top of p. 4.M.68); and
- M-HY-2b: Design and Construction of Proposed Pump Station for Option 2 (in the first sentence of the measure’s last paragraph on p. 4.O.61).

The following new correction has been made to the new text added in the RTC document to the end of the paragraph under the heading “Human Remains and Associated or Unassociated Funerary Objects” on EIR pp. 4.D.28-4.D.29 (part of M-CR-1a: Archeological Testing, Monitoring, Data Recovery and Reporting, as shown on RTC p. 5.57):

The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects ~~an~~ as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

The following new correction has been made to the first bulleted item on EIR p. 4.F.44, under Mitigation Measure M-NO-3: Vibration Control Measures During Construction, shown on RTC p. 5.8, and a new correction has been added to the bulleted item that follows it:

- Where pile driving, ~~CRF~~, and other construction activities involving the use of heavy equipment would occur in proximity to any contributing building to the Union Iron Works Historic District, the project sponsors shall undertake a monitoring program to minimize damage to such adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 160 feet where pile driving would be used, 50 feet of where CRF would be required, and within 25 feet of other heavy equipment operation, shall include the following components:
 - Prior to the start of any ground-disturbing activity, the project sponsors shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the ~~San Francisco Planning Department~~ Port within 160 feet of planned construction to document and photograph the buildings’ existing conditions.