

**2.9 LAND USE, PLANS, AND POLICIES**

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>LAND USE, PLANS, AND POLICIES—</b>				
<b>Would the proposed project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SETTING**

***PROPOSED PROJECT***

The 2.5-mile-long route of the proposed project passes through areas that are generally light industrial in nature. Uses along the route include warehouses, transportation and service-related businesses, offices, wholesaling enterprises, a commercial bakery, scrap metal and auto dismantling yards, a neighborhood-serving retail center, and various public facilities, including the City’s primary wastewater treatment plant and a Municipal Railway (Muni) yard.

The proposed project route begins on Illinois Street between 22nd and 23rd Streets, at the PG&E Potrero Switchyard, adjacent to the Potrero Power Plant, formerly operated by PG&E and now run by Mirant Corp. Across Illinois Street from the switchyard is a large building that historically was a can manufacturing plant (American Can Co.) and was later converted to a light industrial facility that now houses numerous artists and galleries, food-related businesses, small manufacturing, business services, and other comparable establishments. From the point of origin, the route heads south in the Illinois Street right-of-way for one block and bears west on 23rd Street, crossing Third Street, the primary north-south arterial in the area, where Muni is currently building the Third Street Light Rail line, to Tennessee Street, where the route heads south for two blocks to 25th Street, one block east to Minnesota Street, and another two blocks south to Cesar Chavez Street, between Milepost (MP) 0.6 and MP 0.7. The route stays within street rights-of-way for the entire length between 23rd and Street and Cesar Chavez Streets. Land uses in this area are mostly light industrial and warehousing in nature, although there some newer loft-style dwellings in multi-story buildings, as well as some offices. The nearest residential area to this northern portion of the proposed project route is in the “Dogpatch” neighborhood, along

Third and Tennessee Streets near 22nd Street, about one-half block north of the proposed route.<sup>1</sup> There is one park in relative proximity to this portion of the proposed route, Esprit Park, located at 20th and Minnesota Streets, about five blocks (one-third of a mile) from the proposed route's point of origin.

From Minnesota and Cesar Chavez Streets, the proposed project route proceeds west on Cesar Chavez, within the right-of-way, for approximately one-quarter mile, passing beneath the elevated I-280 freeway and the elevated Caltrain railroad tracks. The route passes additional new loft-style residences, a self-storage yard, and light industrial uses and within a block of a Muni bus yard before turning south off of Cesar Chavez Street between MP 0.8 and MP 0.9, passing through a vacant lot owned by the City and County of San Francisco across the parking lot that serves a San Francisco Chronicle printing plant; these two parcels, which skirt the westerly extent of the Islais Creek basin, the remnant of a historic drainage that once flowed from the center of the City to the Bay, are the only portion of the proposed project route that is not within a public right-of-way. Once through the parking lot, the proposed route proceeds west in the Marin Street right-of-way and then turns south on Evans Avenue for a short distance, passing a self-storage facility and a restaurant supply outfit, then following Evans when it turns southeast at Napoleon Street, remaining on Evans Avenue, entirely within the right-of-way, for nearly another 1.5 miles to the Hunters Point Switchyard.

Entering this long stretch of Evans Avenue, the route passes near a U.S. Post Office carrier facility and a school bus yard, both one-half block west on Napoleon. The route also passes a restaurant, a Federal Express distribution center, and a large French Bread bakery (Parisian) before crossing beneath the Caltrain tracks and I-280 again near Selby Street between MP 1.3 and MP 1.4. The portion of Evans Avenue between Selby Street and Third Street is occupied by several auto dismantlers and a large metal recycling yard (scrap yard); this is the most heavily industrialized portion of the route, and the four-lane Evans Avenue carries extensive heavy truck traffic. A city wastewater pumping station is one block north, handling discharge of treated wastewater into Islais Creek. Once past the scrap yard, the proposed project route crosses a rail spur track that links the Port of San Francisco with the Union Pacific main line into the City, and then passes alongside the Southeast Water Pollution Control Plant, which occupies several City blocks along the south side of Evans Avenue.

East of Third Street, the India Basin Industrial Park, a San Francisco Redevelopment Agency project, occupies several blocks on the north side of Evans Avenue, and includes the main U.S. Post Office mail sorting facility in San Francisco, which is just west of the Hunters Point Power Plant. On the south side of Third Street, Bayview Plaza, a retail center, anchors the southeast corner of Third and Evans. Facing the Industrial Park, several light industrial and office uses line the south side of Third Street. Youngblood Coleman Playground, a Recreation and Park Department playground, is just over a block south of Evans Avenue at Mendell Street, and there are single-family and multi-family residential uses just south of the park, on the

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<sup>1</sup> Around 23rd and Tennessee Streets, there is currently a collection of lived-in vehicles, one of the clusters of such non-permanently housed residents who congregate in generally industrial locations in San Francisco for periods of time, generally until police are summoned by residents or business owners to relocate the vehicles.

northern slope of Hunters Point Hill. Farther east, multi-family residences of San Francisco Housing Authority properties nearly abut the Hunters Point Power Plant parcel, across Evans Avenue from the Hunters Point Switchyard, about one block south of Evans. This parcel once contained fuel oil tanks, which have been removed, that provided fuel oil to the power plant. Two other parks are less than one-quarter mile from the Hunters Point Switchyard: India Basin Shoreline Park to the southeast, and Heron's Head Park to the northeast.

The Proposed Project Alternative route terminates at the Hunters Point Switchyard at approximately MP 2.5. This route is within City streets for about 2.4 miles of its 2.5-mile length.

### **Socioeconomic Data**

San Francisco Supervisorial District 10, through which the proposed project as well as all the alternatives would pass, ranks 9th in per capita income of the 11 districts. The population consists of roughly similar percentages of Asian, Black/African American, and White residents (between 26 and 30 percent each); 19 percent of residents are Hispanic or Latino (City and County of San Francisco, 2002). For the five census tracts that the Proposed Project Route would traverse or be adjacent to, the Black population is nearly two-thirds (64%) of the total, and the total minority population is in excess of 90 percent. This compares to a citywide Black population of 8 percent and a total citywide non-white population of 50 percent. Per-capita income (1999) in the five tracts was \$17,200, half the citywide average of \$34,550 (U.S. Census, 2000).

### ***ALTERNATIVE 1***

At 1.8 miles, Alternative 1 is approximately 0.7 miles shorter than the proposed project route. This route proceeds southerly on Illinois Street from the point of origin and does not turn, continuing to the end of Illinois Street at Islais Creek at approximately MP 0.7. Along Illinois Street, the Alternative 1 route passes light and heavy industrial uses, including the site of Muni's planned light rail storage and maintenance yard (the Metro East Light Rail Maintenance and Operations Facility) on the east side of Illinois Street between 25th and Cesar Chavez Streets. On the west side of Illinois Street between Cesar Chavez Street and Islais Creek is a large warehouse-style building that houses numerous workshops (and residences) of artisans and craftspeople. At the creek's edge west of Illinois Street is Tulare Park, a small landscaped area created by the Port of San Francisco adjacent to the Levon H. Nishkian (Third Street) Bridge over Islais Creek. East of Illinois Street, members of the community had created another small open space, Muwekma Ohlone Pocket Park, on Port land that was severely damaged during a 2001 construction accident.

From the northern bank of Islais Creek, the Alternative 1 route, as evaluated, crosses Port land and proceeds under the creek in a duct bank installed by the City of San Francisco<sup>2</sup> just east of the route of the planned Illinois Street (rail and truck) Bridge, emerging on Port land on the south bank of Islais Creek and reaching the intersection of Cargo Way and Amador Street at

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<sup>2</sup> If the existing duct bank proves unusable due to ground settlement and/or infiltration of the ducts by water or mud, a concern that has been expressed by PG&E, installation of additional ducts beneath Islais Creek would be necessary.

approximately MP 0.8. Uses on the south side of Islais Creek include a concrete batch plant, a recycled building materials yard, and a self-storage facility.

The Alternative 1 route turns southeast in the Cargo Way right-of-way and proceeds for approximately three-fourths of a mile to Jennings Street, passing along the northern edge of the India Basin Industrial Park and to the south of the Port of San Francisco's Intermodal Container Transfer Facility and a rock crushing and recycling facility beyond. Turning southwest on Jennings Street, the route travels along the Hunters Point Power Plant boundary in the Jennings Street right-of-way until reaching Evans Avenue between approximately MP 1.6 and 1.7. The route terminates at the Hunters Point Switchyard; it is within City streets for 1.6 miles of its 1.8-mile length.

Socioeconomic data are the same for this alternative as for the proposed project.

### ***ALTERNATIVE 2***

Alternative 2 is a combination of the proposed project route and the Alternative 1 route. It is identical to the proposed project from the point of origin along Illinois, 23rd, Tennessee, 25th, Minnesota, and Cesar Chavez Streets, across private and City properties, and along Marin Street and Evans Avenue to just past the elevated Caltrain tracks and I-280 freeway, approximately MP 1.6, where the Alternative 2 route turns northeast on Quint Street, just past the scrap yard on Evans Avenue. The Alternative 2 route proceeds four blocks on Quint Street, paralleling the Union Pacific rail spur, to Arthur Avenue, near the southern bank of Islais Creek just west of Third Street, approximately MP 1.8. Uses along Quint Street include auto dismantling yards and the City's wastewater pumping station, along with other light industrial uses. Additionally, there is a 72-inch underground wastewater line in the Quint Street right-of-way.

At Quint Street and Arthur Avenue, the Alternative 2 route turns southeast on Arthur, crossing Third Street onto Cargo Way and joining the Alternative 1 route at Cargo Way and Amador Street, approximately MP 1.9 (approximately MP 0.8 on the Alternative 1 route). From here, the Alternative 2 route passes between the India basin Industrial Park and the Intermodal Container Transfer Facility to Jennings Street and the Hunters Point Switchyard. Alternative 2, the longest of the proposed project and the three alternatives evaluated, is within City streets for approximately 2.8 miles of its 2.9-mile length.

Socioeconomic data are the same for this alternative as for the proposed project.

### ***ALTERNATIVE 3***

The setting for Alternative 3 would be identical to that of Alternative 1.

### ***NO PROJECT ALTERNATIVE***

The setting for the No Project Alternative is the same as current conditions since construction of a 2.5 mile cable project would not occur.

## ***REGULATORY CONTEXT***

### **California Public Utilities Commission**

The California Public Utilities Commission (CPUC) has primary jurisdiction over the project by virtue of its approval authority over construction, operation, and maintenance of public utility facilities. CPUC Decision 95-08-038 states that local governments have no authority to approve utility power transmission line or substation projects (D.94-06-014, p. 12). Even though local jurisdictions do not have discretionary authority over utility projects, as a practical matter, the CPUC attempts to address affected local jurisdictions' plans and policies in its environmental review documents. The CPUC's approval for utility-proposed projects generally includes provisions that require the utilities to consult with local agencies regarding land use matters and obtain all necessary local and state permits and approvals.<sup>3</sup> Nevertheless, pursuant to GO 131-D, the CPUC retains exclusive jurisdiction over the regulation of electric power line projects, distribution lines, substations, or electric facilities constructed by regulated public utilities. Pursuant to GO 131-D, the CPUC shall resolve any differences that arise between the utilities and local agencies regarding these issues. As part of the environmental review process, PG&E has considered relevant city and county land use plans, policies, and issues and prepared this evaluation of the project's potential impacts to land use and planning, recreation, and agricultural resources.

### **Local Plans and Policies**

The proposed project and the three alternatives lie entirely within the City and County of San Francisco. No more than two-tenths of a mile of any of the four alternative routes is outside existing roadway rights-of-way. Portions of all four alternative routes are on Port of San Francisco property: Illinois Street from just south of Humboldt Street (the entrance to the Potrero Power Plant) to 24th Street, the northern and southern banks of Islais Creek, Arthur Street, and Cargo Way. Therefore, about half of Alternative 1 and 3 and almost one-third of Alternative 2 are on Port property, while Port property crossed by the proposed project is limited to about one-tenth of a mile of Illinois Street near the point of origin.

### ***San Francisco General Plan***

Although the proposed project is not subject to local plans and policies, consistency with the San Francisco General Plan was reviewed, consistent with PUC General Order 131-D. The General Plan contains general policies and objectives to guide land use decisions, and contains some policies that relate to physical environmental issues. The General Plan contains 10 Elements, including Air Quality, Arts, Commerce and Industry, Community Facility, Community Safety, Environmental Protection, Recreation and Open Space, Residence, Transportation, and Urban Design. The General Plan also contains 10 Area Plans that set specific policies and guidelines for certain neighborhoods in San Francisco. The project area is located

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<sup>3</sup> General Order 131-D, Section III.C, requires "the utility to communicate with, and obtain the input of, local authorities regarding land use matters and obtain any non-discretionary local permits...."

within the boundaries of two of these area plans, the Central Waterfront Plan and the South Bayshore Plan.

The General Plan does not contain a discrete Land Use Element. Rather, policies regarding Land Use are found in various elements throughout the Plan. Although the Plan does not contain a map of allowable uses, the “Generalized Residential Land Use Plan” (Map 2 in the Residence Element) identifies the project area as “Mixed Use, Predominantly Commercial/Industrial.” Residential areas are identified northwest of the Potrero Switchyard (Dogpatch) and south and west of the Hunters Point Switchyard (south of Youngblood Coleman Playground and on Hunters Point Hill).

### ***Central Waterfront Plan***

The Central Waterfront Plan covers the portion of the project area north of Islais Creek and west to the I-280 freeway. The Central Waterfront Plan, which does not map permitted land uses, is divided into six subareas, two of which, Central Basin and Islais Creek, include portions of the project area. The Plan contains the following objectives and policies:

Objective 1: Strengthen and expand land uses essential to realizing the economic potential of the subareas.

Policy 2.3: Improve, expand, and develop recreational areas at established public access points along the waterfront enabling public use and enjoyment of the shoreline.

### **China Basin Subarea**

Objective 15: Maintain and expand maritime activity in the Central Basin subarea.

Objective 16: Retain and expand industrial uses.

Policy 16.2: Assure that any power plant expansion on the Pacific Gas and Electric Company site [now the Mirant Corp. Potrero Power Plant site] will provide additional employment and will not adversely affect the environment.

Objective 17: Improve and expand waterfront recreation.

### **Islais Creek Subarea**

Objective 19: Expand maritime activity and ancillary services.

Objective 20: Develop waterfront recreational uses along the shoreline of Islais Creek channel.

Objective 21: Retain and expand industrial uses in the Islais Creek area.

### ***South Bayshore Plan***

The South Bayshore Plan covers the area south of Islais Creek Channel and Cesar Chavez Street and west to Bayshore Boulevard. It has seven subareas, two of which, the Northern Industrial Area and India Basin Industrial Area, include portions of the project routes. The South Bayshore

Plan contains a Generalized Land Use and Density Plan (Figure 3)<sup>4</sup> that identifies the proposed project as well as the three alternative routes as being within Heavy Industrial areas. The South Bayshore Plan identifies residential uses described above south of Youngblood Coleman Playground and on Hunters Point Hill, as well as the playground itself. The Plan contains the following objectives and policies:

Objective 1: Stimulate business, employment, and housing growth within the existing general land use pattern by resolving conflicts between adjacent industrial and residential areas.

Policy 1.2: Restrict toxic chemical industries and other industrial activities with significant environmental hazards from locating adjacent to or nearby existing residential areas.

Objective 5: Preserve and enhance existing residential neighborhoods.

Policy 8.1: Maintain industrial zones in Northern Industrial and India Basin subdistricts.

Objective 17: Support community economic development and revitalization through energy management and alternative energy technologies.

### ***Environmental Protection Element***

The Environmental Protection Element of the General Plan contains a chapter on Energy that includes numerous objectives and policies relating to increased energy efficiency use by City facilities and by residents, businesses, and transportation. The Element also contains the following objectives relevant to the proposed project:

Objective 16: Promote the use of renewable energy sources.

Objective 17: Support federal, state and PG&E energy programs that are equitable, and encourage conservation and renewable energy use.

### ***Plan Consistency***

The proposed project and each alternative would not conflict with the Central Waterfront Plan or the South Bayshore Plan because neither the project nor the alternatives would result in permanent changes in land use, nor would any of the four routes disrupt existing industrial or maritime business activity, nor would they result in any permanent adverse effects on the nearest residences or parks to the various routes. As described elsewhere in this Initial Study, the project would not “adversely affect the environment,” nor would it create “significant environmental hazards.” Regarding Policy 16.2 of the Central Waterfront Plan, the project would not affect the existing Potrero Power Plant. However, it is noted that, as a separate project, the City of San Francisco is exploring the installation of several gas turbines adjacent to the Potrero Plant site. Regarding Policy 17 of the South Bayshore Plan and Objectives 16 and 17 of the Environmental Protection Element, it is noted that the proposed project could help facilitate the ultimate closure of the Hunters Point Power Plant; this closure is part of the City of San Francisco’s energy strategy to increase the use of alternative energy sources.

<sup>4</sup> The figure can be viewed at: <http://www.sfgov.org/site/uploadedimages/planning/egp/illus/sbayshore/figure3.gif>.

### ***San Francisco Planning Code (Zoning)***

The San Francisco Planning Code, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Although the proposed project is exempt from local zoning, the Planning Code was reviewed, consistent with PUC General Order 131-D.

The entire area through which all four alternatives pass is zoned M-2 (Heavy Industrial), which is the least restrictive of San Francisco's zoning categories and provides for the widest array of permitted uses. Linear transmission facilities, such as a power line, are generally not regulated by the Planning Code. However, the M-2 District does permit various utility facilities such as a public utility service yard, utility installation, and steam power plant.

### ***Port of San Francisco Waterfront Land Use Plan***

The Port of San Francisco Waterfront Land Use Plan establishes land use policy for all property under the Port's jurisdiction. As noted, a small part of the proposed project and lengthier sections of the alternatives are within the area covered by the Waterfront Plan. Although the proposed project is exempt from local land use policies, the Waterfront Plan was reviewed, consistent with PUC General Order 131-D.

The Waterfront Land Use Plan anticipates an increase in both cargo and non-cargo activity in the Southern Waterfront, generally the area from Pier 70 south, including the parts of each alternative route that are within areas under Port jurisdiction. Pier 80, which is immediately north of Islais Creek, and Piers 90, 92, and 94-96, located on the south side of the creek, are the Port's primary cargo terminals, and the Port anticipates an increase in the volume of both containerized and bulk cargoes. Additionally, the Port has approved or is reviewing a number of lease proposals for maritime and non-maritime industrial uses along both sides of Islais Creek. Finally, the Port is working with the Southern Waterfront Advisory Committee and local communities in a planning effort for land located upland of the Port's marine terminals, the so-called "Pier 90-94 Backlands." This effort is expected to lead to decisions regarding whether the Pier 90-94 Backlands may be available for other uses, such as further maritime and non-maritime industrial and commercial uses that could be developed in the future.

Because the proposed project would not result in any permanent disruption of either cargo activity or industrial uses, the project would not result in any inconsistencies with the Waterfront Land Use Plan.

### ***San Francisco Bay Area Seaport Plan***

The San Francisco Bay Area Seaport Plan, updated in 2003, is prepared jointly by the Metropolitan Transportation Commission (MTC), the Bay Area's transportation planning agency, and the San Francisco Bay Conservation and Development Commission (BCDC), a state agency charged with regulating filling and dredging in San Francisco Bay, regulating development within the first 100 feet inland from the Bay to ensure that maximum feasible public access to the Bay is provided, and ensuring that the limited available shoreline is reserved for ports and other water-related uses. The Seaport Plan constitutes the maritime element of MTC's Regional

Transportation Plan, and is incorporated into BCDC's San Francisco Bay Plan, where it is the basis of the Bay Plan port policies. The MTC uses the Seaport Plan to assist in making project funding decisions and managing the metropolitan transportation system, and BCDC uses the Seaport Plan to help guide its regulatory decisions on permit applications, consistency determinations, and related matters.

The Seaport Plan promotes a number of goals, including ensuring the continued operation and viability of the ports on San Francisco Bay, maintaining or improving the environmental quality of the Bay, ensuring the efficient use of physical and fiscal port resources, integrating and improving port surface transportation facilities, and reserving sufficient shoreline areas to accommodate future growth in maritime cargo, thereby minimizing the need for new Bay fill. The Seaport Plan designates "Port Priority Areas" that the Plan has determined necessary for future port development and that are to be "reserved for port-related and other uses that will not impede development of the sites for port purposes." The northern and southern banks of Islais Creek east of Third Street and the area north of Cargo Way are among the Port of San Francisco lands designated Port Priority Areas. In addition, the Seaport Plan includes a policy stating, "Local, state and federal government actions, such as land use decisions, public works projects, or rail abandonment, should not impede access to the marine terminal sites identified in the Seaport Plan."

Because the proposed project would not result in any permanent disruption of cargo activity, the project would not result in any inconsistencies with the Bay Area Seaport Plan.

## IMPACTS DISCUSSION OF LAND USE, PLANS, AND POLICIES

### ***METHODOLOGY AND SIGNIFICANCE CRITERIA***

The conformity of the proposed project and alternatives with existing or proposed land use plans and policies was the methodology used to determine land use impacts. To determine the significance of the impacts anticipated from the proposed project, the project's effects were evaluated as provided under the revised CEQA guidelines. These guidelines are summarized in the checklist provided at the beginning of this section.

### ***PROPOSED PROJECT***

Because the power line would be placed underground, with all but about one-tenth of a mile of the proposed project to be built within existing roadways and the remainder within a parking lot and a vacant lot, impacts would be virtually entirely related to construction. No permanent effects would occur to existing land uses, with the exception that the parking lot and the vacant lot would be subject to a maintenance easement for future repairs on the line. The vacant lot, which is adjacent to Cesar Chavez Street and is a narrow rectangle, 41 feet by 200 feet, presents limited opportunity for development because of its unusual dimensions and its location, and it is unlikely that the easement would result in substantially less potential for development on this

property than exists at present. (Adjacent lots with similar dimensions are currently used as storage areas.)

Construction impacts would be similar to those of other in-street utility construction. The entire construction period would last approximately nine months, but the duration of construction at any given location would be substantially less. The maximum length of an open cut in any given street would be approximately 300 feet (longer than a short city block, but less than the length of a long block). Temporarily disturbed areas would be restored after construction and, as a result, no permanent alteration of any streets or other uses would be apparent once the installation is complete, with the exception of the switchyards at either end of the route. These switchyards would be modified within their existing boundaries, however, and no land use impacts would result from project modifications, because uses would continue as at present. No surrounding land uses would be permanently affected by the switchyard modifications.

Commercial and residential uses located along the proposed project route, as well as adjacent side streets could be affected by noise, dust, odors, access restrictions, and increased traffic associated with the construction activities, as well as by temporary restrictions on traffic flows, such as one-way traffic control. However, no streets would be completely closed during construction. Impacts from dust and noise are described in Sections 2.3, Air Quality, and 2.11, Noise. Traffic impacts and access issues are addressed in Section 2.15, Transportation.

In general, project construction is anticipated to result in a minor annoyance to most residents and businesses, if they experience any effect at all; many observers may not even be aware that the project is under way. On the other hand, some residents or business people may experience project construction as another in a series of major projects that are being undertaken in the Third Street corridor. Most notably, the Third Street Light Rail Project has been under construction since early 2003 along various portions of the corridor. PG&E would coordinate with Muni to ensure that boring activities do not interfere with transit operations. No permanent conflicts would occur as a result of the power line project because the project would be located underground and will cross perpendicular to Third Street.

In light of the above, it appears likely that construction of the power line project would not be noticeable to most persons except those directly affected by work in front of their home or business.

Because project construction would be underground and primarily within existing roadways, a vacant lot, a parking lot, and within existing PG&E property or other disturbed areas, and because, once complete, only infrequent maintenance activity would ensue, the project would not physically divide an established community. As a result, the proposed project would not result in a significant effect with regard to land use.

Although the proposed project route traverses an area that is substantially poorer and with a substantially larger percentage of minority population than is the case for San Francisco as a whole, the overall lack of physical environmental impacts that would be attributable to the project

would greatly diminish the potential that lower-income and/or minority populations would be adversely affected by the proposed project.

There are no habitat conservation plans or natural community conservation plans applicable to the project area. Therefore, the project would not conflict with any such plan.

### ***ALTERNATIVE 1***

Effects of Alternative 1 would be similar to those of the proposed project. Specific differences are discussed here.

Alternative 1 could pose a temporary construction-related conflict where it passes the site of Muni's planned Metro East Light Rail Maintenance and Operations Facility, on Illinois Street between 25th and Cesar Chavez Streets. However, coordination between construction contractors would ensure that no significant temporary or permanent land use effect would occur.

This route is also adjacent to a live-work building on Illinois Street between Cesar Chavez Street and Islais Creek, and construction could result in temporary annoyance impacts to occupants of this building, particularly because this block of Illinois Street dead-ends at Islais Creek. Furthermore, construction by the Port of San Francisco of the Illinois Street Rail-Truck Bridge will occur at this same location, potentially resulting in these occupants being subjected to additional construction-related noise, air quality, and traffic impacts. As with the Muni light rail maintenance yard, coordination between the project contractors would be necessary to ensure no construction-related conflicts.

If installation of new ducts beneath Islais Creek were determined to be necessary, this alternative could result in temporary adverse effects related to water quality as well as requiring additional construction time.

South of Islais Creek, effects of this alternative would generally be less substantial than those of the proposed project, because Alternative 1 maintains at least a one-quarter mile separation from the nearest residences and passes through purely industrial areas. Furthermore, construction within Cargo Way, a lightly traveled four-lane street with a raised median, likely could be accomplished with virtually no traffic disturbance.

As with the proposed project, Alternative 1 would have no long-term effects related to land use.

Although Alternative 1 traverses an area that is substantially poorer and with a substantially larger percentage of minority population than is the case for San Francisco as a whole, the overall lack of physical environmental impacts that would be attributable to the project would greatly diminish the potential that lower-income and/or minority populations would be adversely affected by Alternative 1.

### ***ALTERNATIVE 2***

Because Alternative 2 is a combination of the proposed project route and the Alternative 1 route, impacts would be the same as described for the applicable sections of those routes, except for the approximately 0.3-mile segment along Quint Street and Arthur Avenue that is unique to Alternative 2. Here, potential conflicts with the existing 72-inch sewer line, from which the proposed power line would have to be separated by 5 feet, and the existing Union Pacific rail spur could occur because the constrained width of the Quint Street right-of-way. According to the PEA Alternatives Analysis, the power line might have to be installed beneath the rail spur, which could cause the spur to be taken out of service for a period of three weeks. Additional potential conflict with the rail spur could occur at Arthur Avenue. Disruption of service on the rail spur, were it to occur, might require cargo shipping operations at the Port of San Francisco to have to be temporarily altered. This would be an adverse impact, but would be considered less than significant because it is likely that alternative arrangements could be made and because the duration of the impact would be relatively short. Additionally, a permit for excavation work associated with the railroad crossing will need to be obtained from the City.

Although Alternative 2 traverses an area that is substantially poorer and with a substantially larger percentage of minority population than is the case for San Francisco as a whole, the overall lack of physical environmental impacts that would be attributable to the project would greatly diminish the potential that lower-income and/or minority populations would be adversely affected by Alternative 2.

### ***ALTERNATIVE 3***

Effects of Alternative 3 would be similar to those of Alternative 1. Differences would relate to the substitution of an overhead crossing of Islais Creek in lieu of crossing underneath the creek. To the extent that Alternative 1 could require installation of new ducts, with associated water quality impacts, Alternative 3 would avoid these impacts. Alternative 3 would require construction of structures on either side of the creek to support the overhead line; specific design of these structures would be determined during project design, should this alternative be selected.

### ***NO PROJECT ALTERNATIVE***

The No Project Alternative would avoid all land use impacts associated with the proposed project since the project site would remain in its current state.

## **CHECKLIST IMPACT CONCLUSIONS**

- a) An established community would not be divided under the proposed project or any of the three alternatives because all impacts would be temporary and limited to the duration of construction, and because the vast majority of construction would take place within existing street rights-of-way.

- b) The proposed project would not substantially conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.
- c) There are no habitat conservation plans or natural community conservation plans applicable to the project area and, therefore, neither the proposed project nor any of the three alternatives would conflict with any such policy.

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## REFERENCES – Land Use, Plans, and Policies

Essex Environmental. December 2003. PG&E Potrero to Hunters Point 115 kV Cable Project Proponent's Environmental Assessment.

City and County of San Francisco, Board of Supervisors Legislative Analyst's Office, "200 Census Data by District," Follow-up to File No. 012214, November 14, 2002. Accessed online, June 25, 2004 at [http://www.sfgov.org/site/bdsupvrs\\_page.asp?id=4741](http://www.sfgov.org/site/bdsupvrs_page.asp?id=4741).

U.S. Census, data from American Fact Finder for Census Tracts 226, 609, 231.01, 231.02, and 231.03, accessed online, June 25, 2004, at [http://factfinder.census.gov/servlet/DTGeoSearchByListServlet?ds\\_name=DEC\\_2000\\_SF3\\_U&lang=en&ts=106234719205](http://factfinder.census.gov/servlet/DTGeoSearchByListServlet?ds_name=DEC_2000_SF3_U&lang=en&ts=106234719205).