Islais Creek Bridge Replacement Project

Community Impact Assessment

State of California
Department of Transportation
District 4
111 Grand Avenue
Oakland, CA 94612
04-SF-0-CR, Existing Bridge No. 34C0024
Federal Project No. BHLO-5934 (168)

April 2024

Caltrans®

Summary

The purpose of this *Community Impact Assessment* (CIA) is to identify land use, community character, and traffic and transportation/pedestrian and bicycle facility impacts that may result from the proposed Islais Creek Bridge Replacement Project. This CIA is intended to provide the needed information for the project to comply with the National Environmental Policy Act (NEPA).

San Francisco Public Works (SFPW) is proposing to replace the existing bridge superstructure of the Islais Creek Bridge (Bridge No. 34C0024) (also known as the Levon Hagop Nishkian Bridge) along Third Street in the City and County of San Francisco (CCSF). The project includes a Standard Project Alternative, a Partial Preservation Alternative, and a No Build Alternative.

Land Use

The build alternatives would not change any land uses in the study area. They would, however, be consistent with applicable state, regional, and local plans, and would not permanently affect any recreational areas in the vicinity of the project. However, access to recreational areas in the vicinity of the project would be temporarily affected during construction of the build alternatives.

Community Character

For the duration of construction, access and circulation in the study area would be affected by the temporary closure of the Islais Creek Bridge to all traffic. This would impair access to community facilities and could lead to a disproportionately high and adverse effect on environmental justice and underserved communities in the vicinity of the project.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The build alternatives would require the temporary closure of the Islais Creek Bridge to all traffic (e.g., vehicle, public transportation, bicycle, and pedestrian) for a period of up to 24 months. This would affect access and circulation for the duration of construction, and would necessitate close coordination with other public agencies who are responsible for public transportation, emergency services, and waterway oversight in the study area.

Public Involvement

Due to a high concentration of environmental justice and underserved communities in the vicinity of the project, and the project's potential to temporarily affect those communities during

construction, the project team will conduct a robust public outreach campaign both prior to and during construction.

Potential Impacts

The potential impacts of the Standard Project Alternative, Partial Preservation Alternative, and the No Build Alternative are summarized in Table S-1.

Table S-1 Summary of Major Potential Impacts From Alternatives

Potential Impact	Standard Project Alternative	Partial Preservation Alternative	No Build Alternative
Existing and Future Land Use	No Impact	No Impact	No Impact
Consistency with State, Regional, and Local Plans	No Impact	No Impact	No Impact
Parks and Recreation	Temporary Impact	Temporary Impact	No Impact
Economic Conditions	No Impact	No Impact	No Impact
Community Facilities and Services	Temporary Impact	Temporary Impact	No Impact
Environmental Justice	Temporary Impact	Temporary Impact	No Impact
Equity	Temporary Impact	Temporary Impact	No Impact
Traffic and Transportation/Pedestrian and Bicycle Facilities	Temporary Impact	Temporary Impact	No Impact

Table of Contents

List of Figures

List of Tables

Chapter 1 Introduction

This Community Impact Assessment (CIA) is prepared for the Islais Creek Bridge Replacement Project (proposed project) by the San Francisco Public Works, or an authorized agent, in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared to comply with the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the proposed project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project.

1.2 Regulatory Setting

The following list of existing laws must be examined to determine potential impacts to communities—either directly or indirectly—from a proposed action:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title VI of the Civil Rights Act of 1964
- Executive Order (EO) 12898 – Environmental Justice
- EO 13985 – Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- EO 14096 – Revitalizing Our Nation's Commitment to Environmental Justice for All
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
- The Americans with Disabilities Act (ADA) of 1990
- The Farmland Protection Policy Act (FPPA)
- The California Land Conservation Act of 1965 (Williamson Act)
- The California Timberland Productivity Act of 1982
- 23 Code of Federal Regulations (CFR) 652, Accommodation for Pedestrians and Bicyclists
- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA; incorporates Section 109(h))

1.3 Assessment Process and Methodology Used

This CIA was prepared using both qualitative and quantitative methods. A qualitative approach was used throughout this report, except for Sections 5.3 and 5.4, and Chapter 6. The qualitative sections relied on information from community, regional, and transportation plans as well as proposed development near the study area and other publicly available data. A quantitative approach was used to prepare Sections 5.3 and 5.4, and Chapter 6. Those quantitative analyses relied on data from the U.S. Census Bureau, California Office of Environmental Health Hazard Assessment, and the Transportation Impact Study prepared for the project, respectively.

1.4 Proposed Project

San Francisco Public Works (SFPW) is proposing to replace the superstructure of the Islais Creek Bridge (Bridge No. 34C0024) (officially named the Levon Hagop Nishkian Bridge) along Third Street in the City and County of San Francisco (CCSF). The bridge is approximately 1,700 feet east of Interstate 280, and approximately 3,300 feet west of San Francisco Bay (the Bay). The bridge spans the Islais Creek Channel, a dredged, channelized, tidal embayment with predominantly armored shorelines that extends from the Bay to the site of the former outfall of the now culverted and buried Islais Creek.

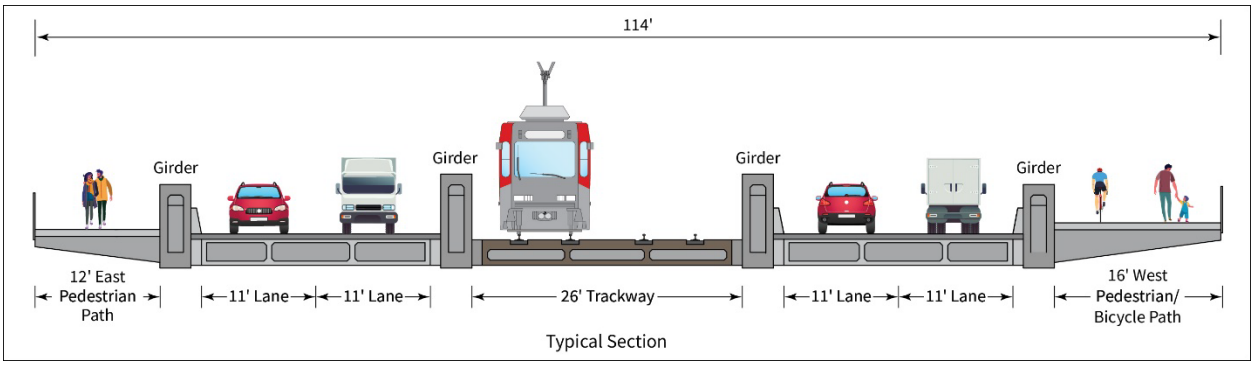
The existing bridge is a double-leaf bascule structure (drawbridge) constructed in 1949 with an open steel-grate roadway draining to the bay, and concrete abutments. It is approximately 114 feet long and 100 feet wide. A California Department of Transportation evaluation in 2004 determined that the bridge was significant as an example of Art Moderne style applied to a bridge.

The project area is very susceptible to seismic liquefaction and the condition of the bridge's structural system is poor. The bridge originally carried only vehicular traffic, but now additionally carries MUNI light-rail tracks. The deteriorated condition of the bridge makes the bridge deck susceptible to vibration induced by heavy vehicles, trucks, and light-rail vehicles crossing the span.

The areas surrounding Islais Creek are at risk of flooding from heavy rainfall events, coastal storm surge, and wave hazards, which will be exacerbated by sea-levels rise and rising groundwater. The steel sections of the bridge are increasingly subject to the deleterious effects of corrosion and saltwater intrusion.

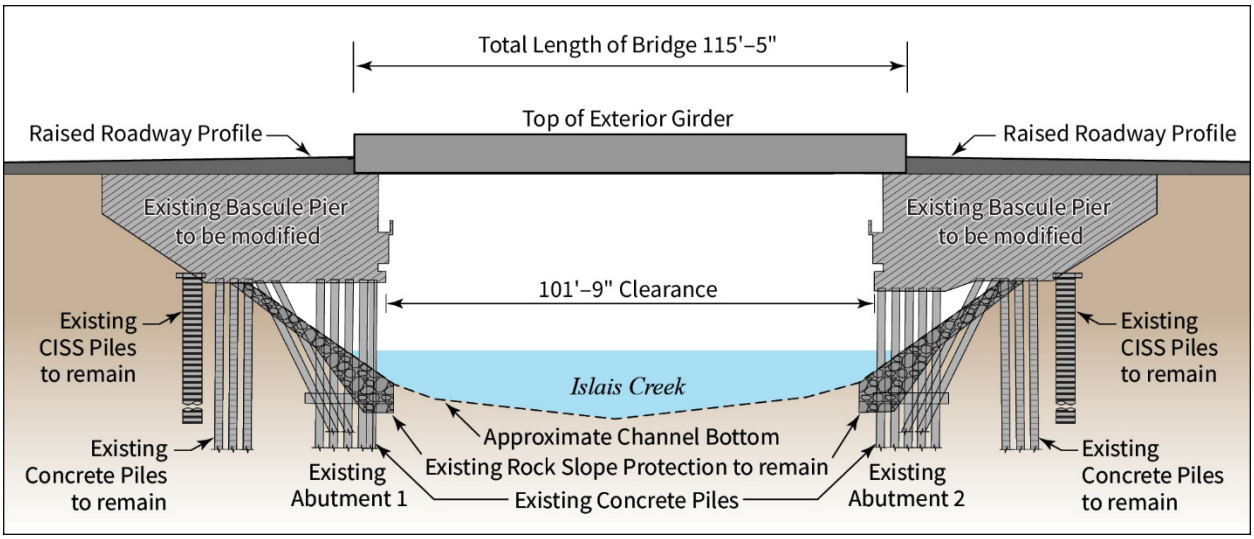
The Standard Project Alternative will remove the existing drawbridge leaves, which have not been opened for navigation for over ten years, and all other drawbridge features. These will be replaced by a single-span concrete through-girder bridge with a concrete deck at a higher elevation to improve freeboard for flood flows and to accommodate sea-level rise.

Figure 1-1 Proposed Bridge Cross Section



In addition to dedicated light-rail-vehicle trackways and two 11-foot travel lanes in each direction, the bridge will support a 12-foot-wide pedestrian path on its eastern side and a 16-foot-wide Class I shared pedestrian/bicycle path on its western side. The reconstructed trackway and roadway will be designed to convey surface runoff to the existing combined sewer/stormwater system. The control tower will be demolished down to the sidewalk level and the remaining portion will be used to create a public observation platform.

Figure 1-2 Proposed Bridge Longitudinal Section



The project's accommodation of a shared bicycle/pedestrian facility (Class I or Class IV) is based on advanced planning between the San Francisco Public Utilities Commission, Port of San Francisco, and the San Francisco Municipal Transportation Agency in response to opportunities presented by the removal of the bridge's drawbridge function per the City's *Islais Creek Southeast Mobility Adaptation Strategy*). Although not yet officially designated a bicycle facility, the Islais Creek Bridge and portion of Third Street connecting to Cargo Way will be

adopted as part of the updated San Francisco Bicycle Network and citywide active transportation plan that is currently under way and expected to be completed in 2024.

Besides the **Standard** project alternative described above, there are two other alternatives under consideration.

Under the project's **No Build Alternative**, no modifications will be made to the Islais Creek Bridge; only routine maintenance will be performed. Deterioration will continue to be addressed through short-term remedies but existing bridge structural and seismic deficiencies will remain and worsen. There will be no increase in bridge freeboard, so flood risks to the bridge and light-rail operations will remain and will increase with sea-level rise.

The **Partial Preservation Alternative** includes the project features described above for the Proposed Project, but will include salvage, rehabilitation, and reinstallation of as many of the historic character-defining features of the original bridge as feasible. If it is determined that for reasons of safety, construction standards, or sound engineering practice any of the character-defining features are not salvageable for reinstallation, these elements will be replicated with substitute materials to recreate the historic appearance. The Control Tower will be retained, its foundation and window system retrofitted, and its damaged concrete repaired.

A more extensive description of the project and its alternatives is available in the project's Environmental Assessment.

Construction will last 24 months and is assumed to begin no sooner than spring 2025. Bridge closure is expected to last the duration of construction. Detours that will route traffic to arterials that have capacity for the additional vehicles will be established to re-route traffic around the construction site. Detour routes will be developed during final design. The City of San Francisco will develop plans for substitute forms of transit to provide a comparable level of service during construction. The most probable replacement for disrupted light-rail service is a temporary bus service. Construction is anticipated to use typical eight-hour work shifts during daylight hours; nighttime and weekend construction is not anticipated. In addition to staging areas on the bridge approaches and on anchored barges, three potential off-site construction staging area options owned by the Port of San Francisco that are currently used for Port-related industrial purposes have been identified.

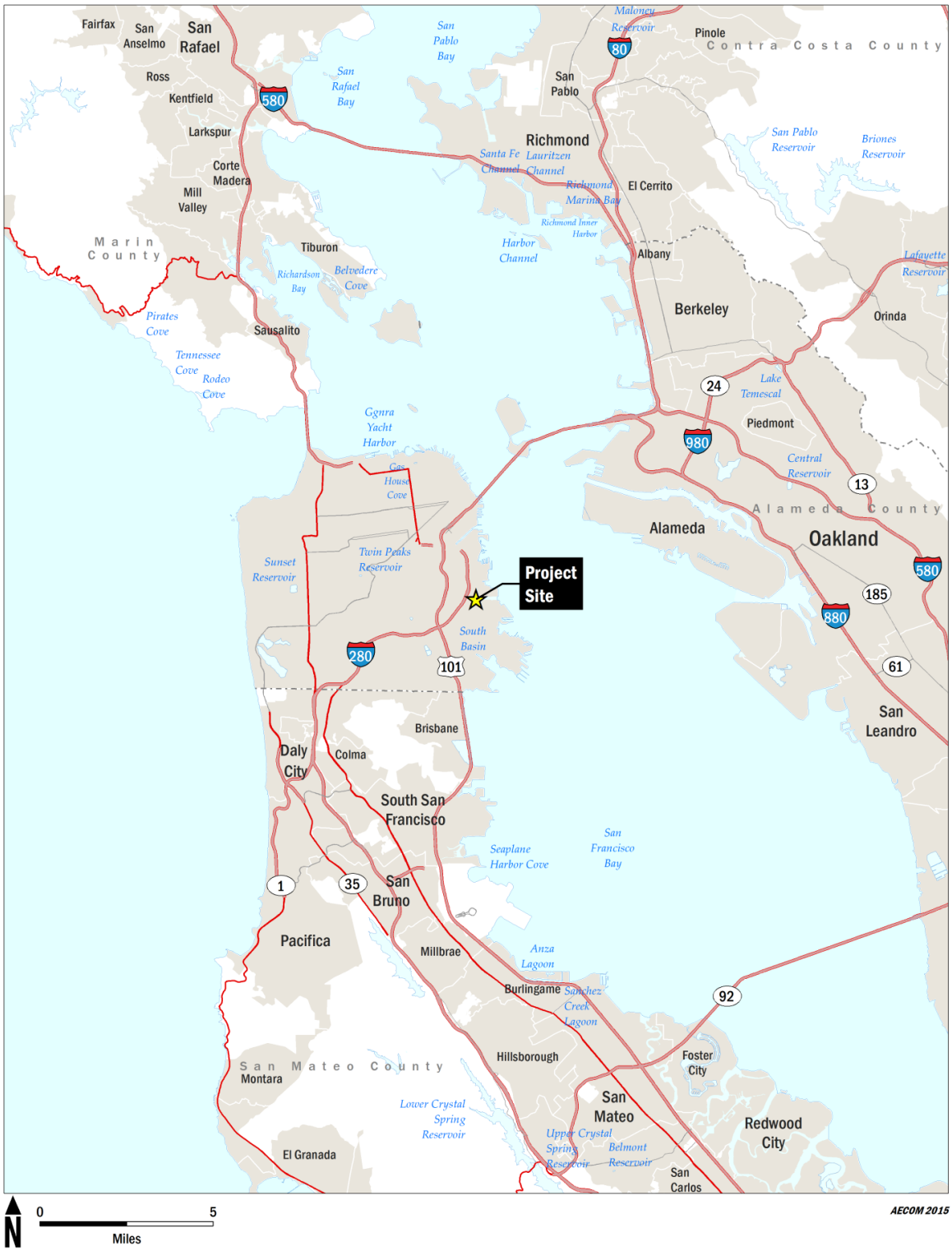
1.5 Project Setting

The Islais Creek Bridge is on Third Street over the Islais Creek Channel in the Bayview neighborhood of San Francisco (Figure 1-3). The bridge is approximately 1,700 feet east of Interstate 280, and approximately 3,300 feet west of San Francisco Bay (the Bay). Third Street is a major arterial connecting the downtown area to the industrial area of the southern San Francisco waterfront. The channel is a dredged, channelized, tidal embayment with predominantly armored shorelines. It extends from the Bay to the site of the former outfall of the culverted and buried Islais Creek. The project area is underlain by artificial fill over Young Bay Mud deposits at a depth of 60 feet. The channel is a United States Coast Guard (USCG) regulated navigable waterway. The channel receives relatively little freshwater input, and is essentially an extension of the Bay.

Land uses in the project area are a mix of commercial and light industrial. There is a San Francisco Municipal Transportation Agency (SFMTA, or MUNI) bus facility northwest of the bridge, a fire station (San Francisco Fire Station 25) in the southeastern quadrant, and a concrete batch plant and Port of San Francisco uses east of the bridge. Several wastewater treatment system assets are situated along the channel. The San Francisco Public Utilities Commission (SFPUC) outfall from the Southeast Treatment Plant, and the Booster Pump Station are just southwest of the bridge. The outfall pipes run across the creek adjacent to the bridge (below the channel) and along the northern side of the channel to the Bay.

Bayview Gateway (which includes Rosa Parks Skate Plaza) on Illinois Street north of Cargo Way is a Port of San Francisco facility that is actively in use as a recreation area, Tulare Park is a Port of San Francisco open-space area on the north side of the channel between Third Street and Illinois Street constructed in the early 1970s that has not been maintained and is without any currently funded projects to address its current state of disrepair, and Islais Creek Park at the corner of Third Street and Arthur Avenue is a Port of San Francisco, open space and recreational area maintained by a non-profit paddling club who act as park stewards in exchange for space for a boat-storage area. Islais Creek Park also includes a high-freeboard dock and adjoining gravel beach which constitute “Water Trail Backbone Site” SF4 of the San Francisco Bay Area Water Trail Plan administered principally by the State Coastal Conservancy.

Figure 1-3 Project Location



1.6 Study Area

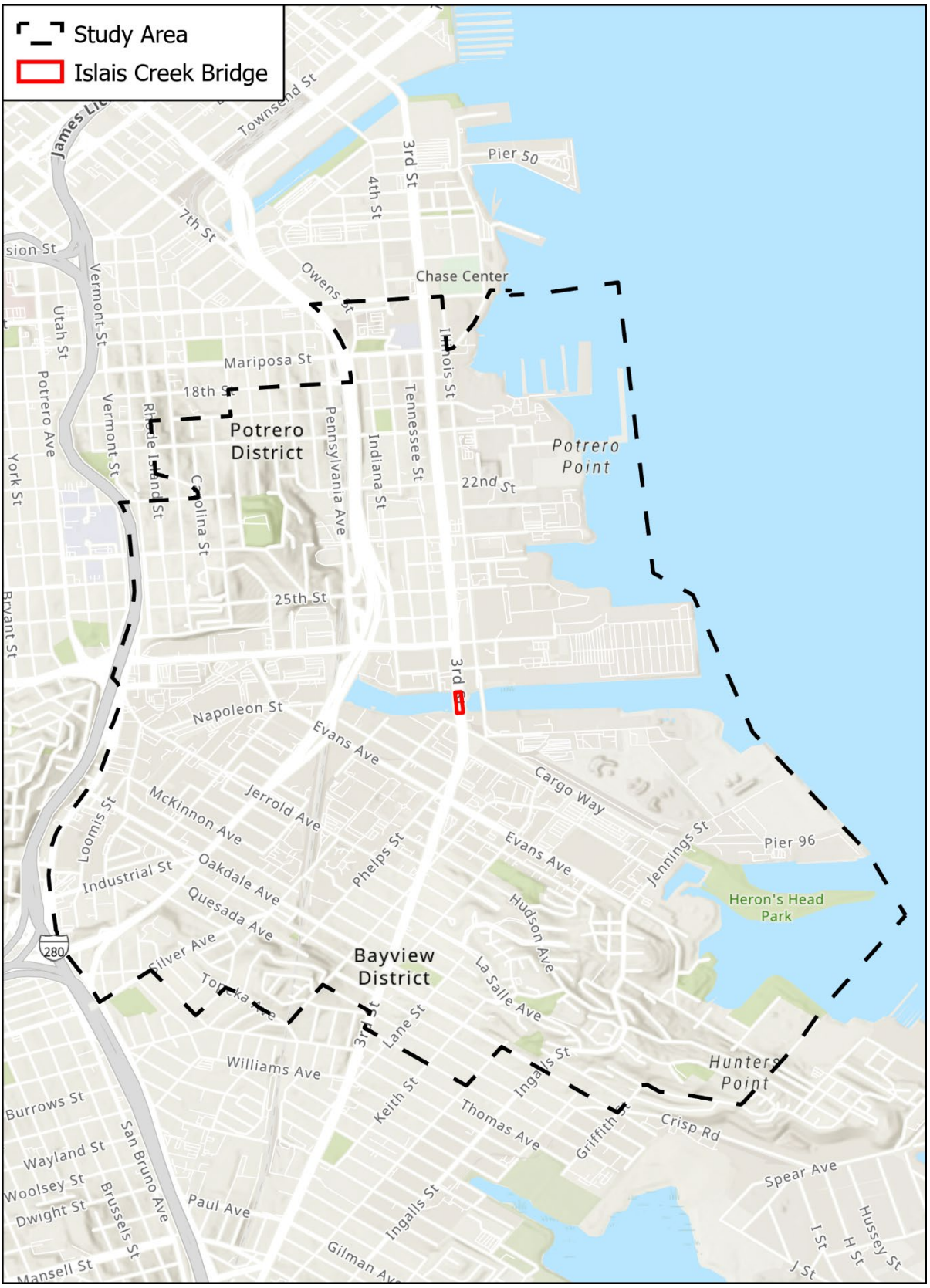
The study area for the CIA was established using geographic information systems (GIS) software, by selecting U.S. Census Block Groups[1] within 1 mile of the Islais Creek Bridge. 21 block groups within 1 mile of the bridge were selected, and the study area border was created by performing a dissolve[2] operation on those block groups—the result is shown in Figure 1-4. A one-mile buffer was used to study the surrounding community more effectively, as there is little to no housing adjacent to the immediate project area. Additionally, the temporary effects of the project would not be contained to the immediate project area. For example, the temporary detour of the Third Street Light-Rail Transit (LRT) described in Section 1.4, would affect transit riders who rely on this route, who may live well outside of the project area.

The study area was primarily used to establish the community profile for the CIA, including data on socioeconomic demographics, as well as community facilities and services. Certain sections below examine data outside of the study area, including the larger regional area. CCSF is used as the regional area for this report. As stated in Section 2.3.3 of the Caltrans Standard Environmental Reference Volume 4: Community Impact Assessment, the boundaries of study areas of different impact topics within a community impact assessment may differ (Caltrans 2011).

[1] Block groups are statistical divisions of Census tracts, generally containing between 600 and 3,000 people, and are typically delineated by local participants in the Census Bureau's Participant Statistical Areas Program (U.S. Census Bureau 2020).

[2] A dissolve operation aggregates features based on specified attributes or geography.

Figure 1-4 CIA Study Area



Chapter 2 Community Profile

The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

This chapter establishes a community profile for the study area, which provides a summary of the social and economic characteristics of the communities that may be affected by the project, and inventories key resources such as utilities and public services (Caltrans 2011). This serves as the baseline or affected environment for the impact assessment topics that follow. However, as noted above, certain sections leverage data outside of the study area. For example, data for the City and County of San Francisco is examined in certain cases as a basis of comparison or to ascertain regional patterns.

2.1 Land Use

2.1.1 Land Uses in the Study Area

Land use within the study area was studied using the DataSF Land Use Map, which assigns land use categories to parcels in the City and County of San Francisco (DataSF 2019). DataSF compiled this data from multiple City and commercial databases. It should be noted that this dataset contains patches of missing data, which are accounted for below.

Land use in the immediate project area primarily consists of open space, industrial/PDR (production, distribution and repair), and mixed uses, as well as pockets of retail and entertainment. However, land use within the larger study area is diverse, including the following categories:

- CIE: Cultural, Institutional, Educational
- MED: Medical
- MIPS: Office (Management, Information, Professional Services)
- MIXED: Mixed Uses (Without Residential)
- MIXRES: Mixed Uses (With Residential)
- OpenSpace: Open Space (i.e., parks and recreational areas)

- PDR: Industrial (Production, Distribution, Repair)
- RESIDENT: Residential
- RETAIL/ENT: Retail and Entertainment
- VACANT: Vacant (i.e., unoccupied or unused at the time that this data was collected)
- VISITOR: Hotels, visitor services

The majority of the residential and mixed residential land uses within the study area are in the areas south and northwest of the Islais Creek Bridge. Figure 2-1 shows all land uses in the study area.

2.1.2 Zoning and Land Use Plans

Zoning in the immediate project area is primarily PDR, Industrial, and Public. The larger study area includes more diverse zoning, such as Residential, Mixed, and Commercial. Zoning throughout the study area can be generalized into the following categories:

- Commercial
- Industrial
- Mixed Use
- Public
- Residential

Figure 2-2 shows zoning in the study area.

There are several regional, community, and transportation plans that are applicable to the study area. The following types of plans were considered and are discussed in the following sections:

- Transportation plans/programs
- Regional growth plans
- General plans and related plans
- Habitat Conservation Plans

Transportation Plans/Programs

This study area is included in Plan Bay Area 2050, the regional transportation plan (RTP) for the nine-county San Francisco Bay Area (MTC and ABAG 2021). The Bayview/Southeast neighborhoods, Eastern neighborhoods, and Mission Bay, which are partially within the study area, are considered priority development areas (PDAs) under Plan Bay Area. This means that they have been identified as planned sites for new homes, jobs, and community amenities.

Figure 2-1 Study Area Land Uses

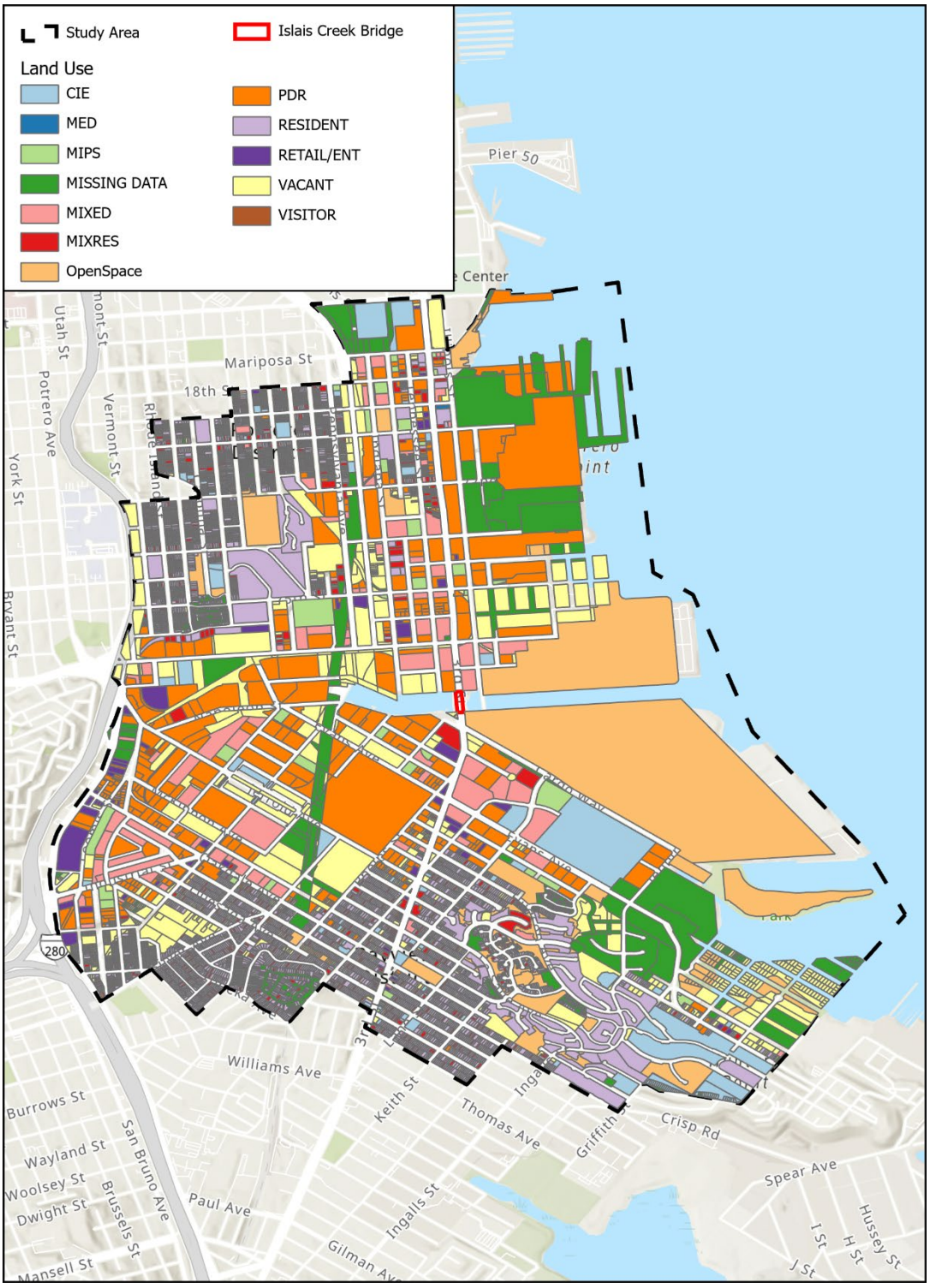
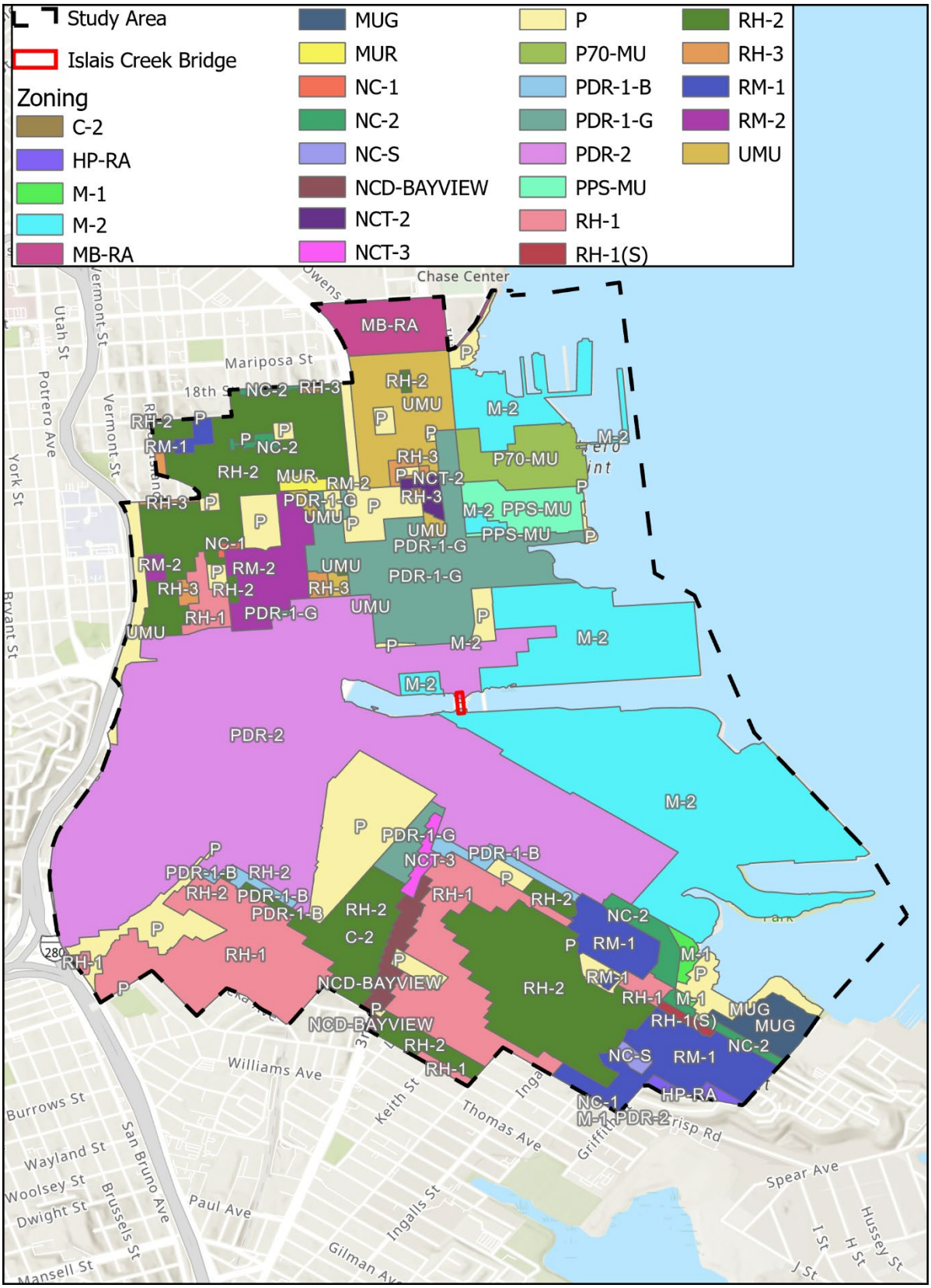


Figure 2-2 Study Area Zoning



The study area is also included in the SFMTA Bayview Community-Based Transportation Plan (CBTP) (SFMTA 2020). The SFMTA Bayview CBTP is a community-driven planning effort seeking to improve physical mobility in the historically underserved Bayview community by focusing on solutions for the needs of existing residents and businesses. The plan specifies how anticipated federal, state, and local funds would be spent.

Regional Growth Plans

Plan Bay Area 2050 (MTC and ABAG 2021) also functions as a regional growth plan for the nine-county San Francisco Bay Area. As stated above, the study area is partially within a PDA, which are areas in existing communities that have been identified and approved by a local city or county for future growth because of proximity to transit, jobs, shopping, and other services. San Francisco County is expected to add 138,000 households and 296,000 jobs between 2010 and 2040. Additionally, the India Basin Waterfront Park Equitable Development Plan (India Basin Waterfront Park Project Partners 2022) and the Bayview Hunters Point Redevelopment Plan (OCII 2018) function as regional growth plans in close proximity to the study area. While none of the regional growth plans specifically evaluate or reference the proposed project, they contribute to the planning context for the area.

General and Community Plans

General and community plans were reviewed for the jurisdictions in the study area, including plans from the Bay Conservation and Development Commission (BCDC) such as the Draft Port of San Francisco Waterfront Plan[3] (BCDC 2019), and plans from the San Francisco General Plan such as the Central Waterfront Area Plan (County of San Francisco 2018) and the Bayview Hunters Point Area Plan (County of San Francisco 2010). Plans, goals, and policies that are relevant to the project are listed below.

San Francisco General Plan, Bayview Hunters Point Area Plan (2010)

- **Policy 2.1:** Improve the physical and social character of Third Street to make it a more livable environment.

Bay Conservation and Development Commission Port of San Francisco Waterfront Plan (2019)

- **Southern Waterfront (Crane Cove Park to India Basin) Policy 7:** Protect wildlife habitat and shoreline areas.

[3] The 2019 Draft Port of San Francisco Waterfront Plan was consulted to review the latest goals and policies from BCDC.

San Francisco General Plan, Central Waterfront Area Plan (2018)

- **Policy 1.8.2:** To better serve businesses and industry, enhance the infrastructure and working environment within areas designated for maritime uses.
- **Policy 4.1.6:** Improve public transit in the Central Waterfront including cross-town routes and connections to the 22nd Street Caltrain Station and Third Street Light Rail.
- **Policy 4.4.5:** Maintain and enhance rail access to maritime facilities.
- **Policy 4.6.3:** Improve pedestrian access to transit stops including Third Street light rail and the 22nd Street Caltrain Station.
- **Policy 4.7.1:** Provide a continuous network of safe, convenient and attractive bicycle facilities connecting Central Waterfront to the citywide bicycle network and conforming to the San Francisco Bicycle Plan.
- **Policy 4.7.3:** Support the establishment of the Blue-Greenway by including safe, quality pedestrian and bicycle connections from Central Waterfront.

Habitat Conservation Plans

The Pacific Gas and Electric Company (PG&E) Bay Area Operations and Maintenance Habitat Conservation Plan is in effect in the project area, which enables PG&E to continue to conduct operations and maintenance activities within the nine counties of the Bay Area, while avoiding, minimizing, and mitigating for temporary and permanent impacts on threatened and endangered species/habitat that could result from PG&E's ongoing activities (PG&E 2017). The PG&E habitat conservation plan is not relevant to the proposed project.

2.1.3 Parks and Recreational Facilities

The Port of San Francisco owns and maintains a number of parks and recreational areas in the study area. Additionally, ABAG maintains the San Francisco Bay Trail, and there are several other parks maintained by San Francisco Recreation and Parks. Public parks and recreation areas in the study area are listed in Table 2-1.

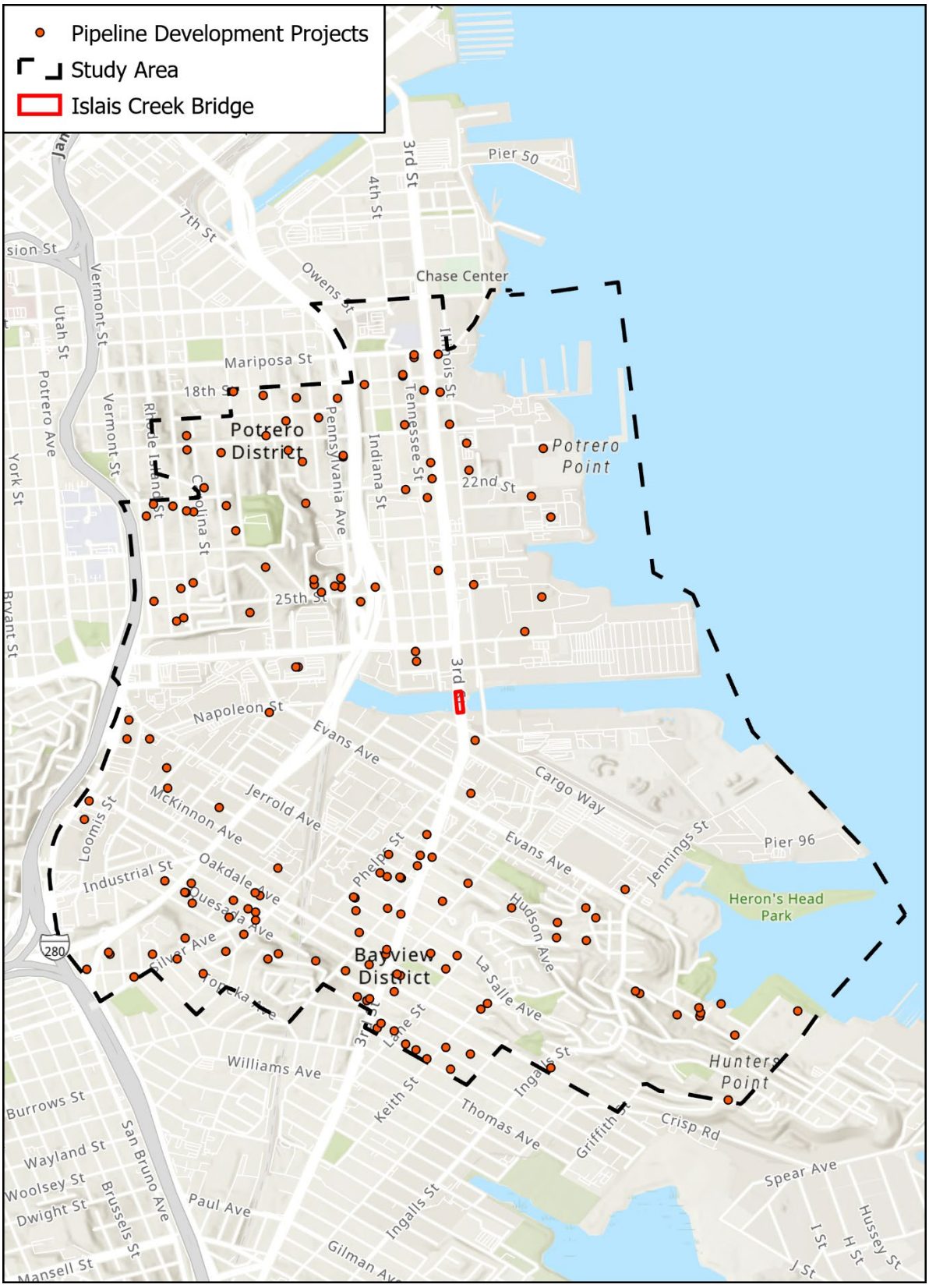
Table 2-1 Park and Recreation Facilities in the Study Area

Jurisdiction	Park Name	Description
Port of San Francisco	Islais Creek Park	Islais Creek Park is southwest of the bridge and contains a broad promenade, a dock and slide for canoes and kayaks, and an old copra crane that has been preserved as a labor landmark. Access to the park is from Third Street and Arthur Avenue.
Port of San Francisco	Tulare Park	Tulare Park is northeast of the bridge between Third Street and Illinois Street. This park contains a small pathway with two benches. Access to the park is from Illinois Street and Third Street for pedestrians.
Port of San Francisco	Rosa Parks Skate Plaza	The Rosa Parks Skate Plaza is southeast of the bridge and contains several raised platforms for use by skateboarders, gardens, picnic tables, benches, and community art installations. Access to the plaza is from Illinois Street and Cargo Way.
Port of San Francisco	Bayview Gateway Park	Bayview Gateway Park is an approximately 0.5-acre publicly accessible open space at the corner of Cargo Way and Illinois Street, adjacent to Rosa Parks Skate Plaza. It includes a promenade, benches, landscaping, picnic areas, and an open plaza.
Port of San Francisco	Islais Creek Shoreline Access	The Islais Creek Shoreline Access is a planned promenade, which would close a shoreline access gap between Tennessee Street and Third Street, and would complete the Islais Creek northern shoreline public access system from I-280 to Illinois Street.
Association of Bay Area Governments	San Francisco Bay Trail	A portion of the San Francisco Bay Trail runs through the project area along the Illinois Street Bridge and continuing south along Cargo Way.
Port of San Francisco	Blue Greenway	The Blue Greenway is a proposal to further realize regional open space and recreation objectives of the San Francisco Bay Trail and Bay Area Water Trail Plans. The Blue Greenway proposes a waterway trail head at Islais Creek Park, and improvements at Islais Creek Shoreline Access and Tulare Park.
San Francisco Recreation and Parks	Youngblood-Coleman Playground	Community Park with soccer field, baseball diamond, and tennis and basketball courts.
San Francisco Recreation and Parks	Hilltop Park	Community Park with picnic areas, a skate park, and an iconic sundial.
San Francisco Recreation and Parks	Adam Rogers Park	Community Park with a basketball court and playground.
San Francisco Recreation and Parks	India Basin Shoreline Park	Waterfront Community Park with a playground.
San Francisco Recreation and Parks	Potrero Hill Recreation Center	Recreation center that features community classes and programs, as well as gathering spaces for the community.

2.1.4 Development Trends

Future proposed and approved developments within the study area are shown in Figure 2-3. This data was obtained from the City of San Francisco Planning Department's Pipeline Report for 2021 Quarter Four, which provides a quarterly snapshot of projects currently in development in the CCSF (DataSF 2021). This dataset combines project data from the City Planning Department and permit data from the Building Inspection Department.

Figure 2-3 Pipeline Development Projects in the Study Area



There are 167 pipeline development projects in the study area, according to the Quarter Four Pipeline Report—these are shown in Figure 2-3. These projects include new housing, offices, and commercial spaces. Projects of note include the conversion of a liquor store at 4500 3rd Street into a Science, Technology, Engineering, and Math school, as well as multiple new residential and commercial spaces along 3rd Street. It should however be noted that the pipeline projects also include small actions such as the construction of accessory dwelling units.

In addition to pipeline projects, the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project was consulted, as the plan area overlaps heavily with the study area (OCII 2018). This plan sets objectives and guiding principles for the extensive revitalization of the Bayview-Hunters Point neighborhood. Key objectives include the creation of high-quality affordable housing, strengthening the economic base of the neighborhood through improved retail and commercial functions, and provision of parks and open space.

The India Basin Mixed-Use Project is another largescale planning effort in and adjacent to the study area. This project, centralized at 700 Innes Avenue, would construct approximately 1,250 dwelling units, with an allowance of up to 270,000 square feet of retail space, as well as 15.5 acres of publicly accessible open space.

2.2 Community Character and Cohesion

This section addresses the demographic characteristics, housing characteristics, economic data, and circulation and access of the study area. Socioeconomics and housing characteristics were studied using data from the American Community Survey (ACS) (U.S. Census Bureau 2020). ACS 5-Year Estimates for various topics were examined for the 21 block groups that make up the study area. These block groups are shown in Figure 2-4.

2.2.1 Demographic Characteristics

The study area has an approximate population of 28,962. The population and ethnic composition of the study area is described in Table 2-2 and Table 2-3. Data for CCSF are also shown, as a basis of comparison.

30.29 percent of the study area is white, making it the largest ethnic demographic. However, the black population of the study area makes up 24.76 percent, which is significantly higher than the CCSF figure of 5.14 percent. This is because the area south of Islais Creek is within Bayview-Hunters Point, which is a historically black neighborhood (Kelley & VerPlanck 2010). This history traces back to World War II, when an influx of black workers settled the area to work at the Hunters Point Naval Shipyard, which was a major allied shipbuilding and repair center for the Pacific.

Figure 2-4 Individual Block Groups Within the Study Area

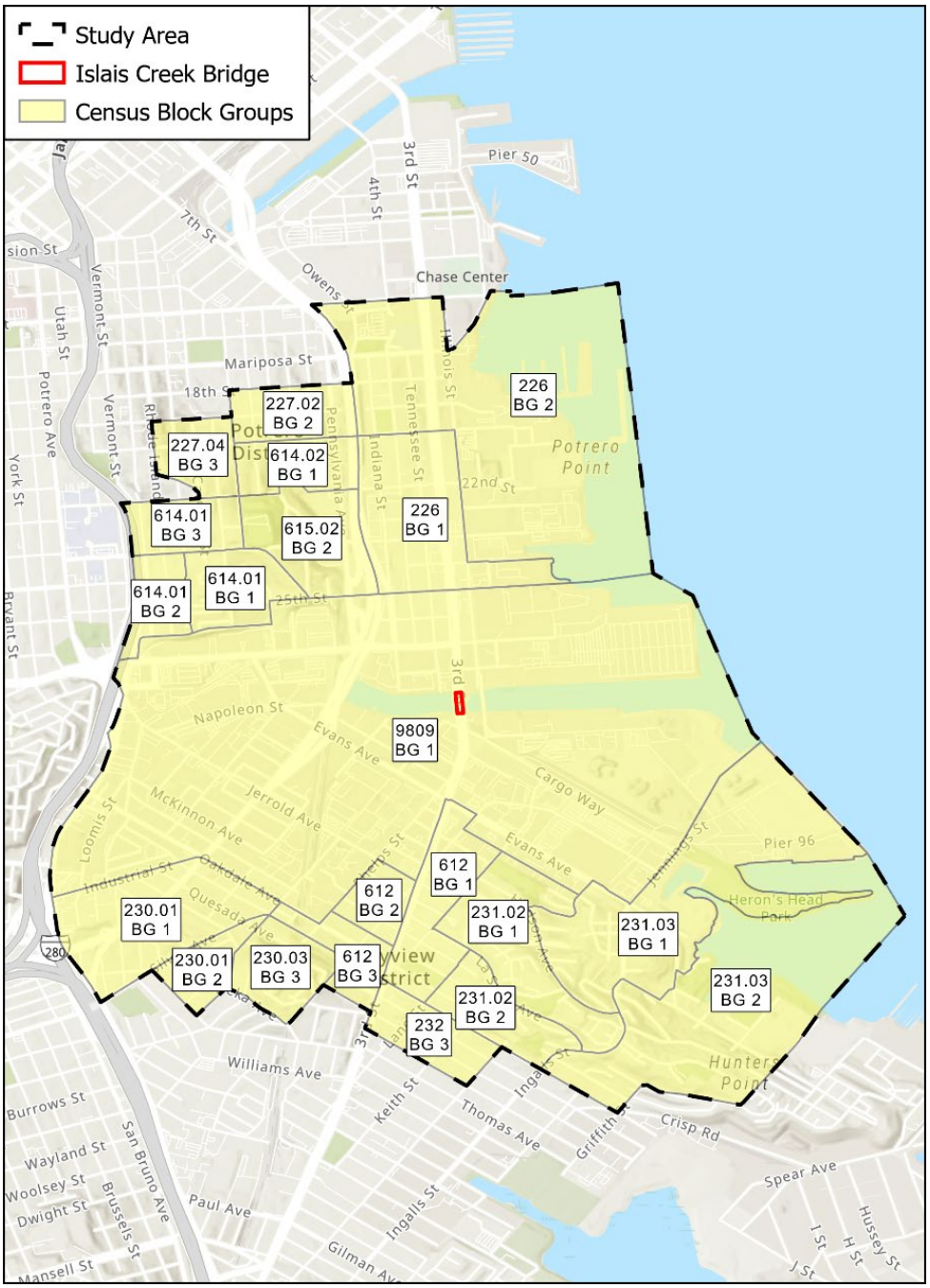


Table 2-2 Population and Ethnic Demographics of the Study Area

Geography	Population	White	Black	Native American	Asian	Native Hawaiian and Other Pacific Islander	Hispanic
Tract 226, Block Group 1	1,919	53.67%	5.05%	0.00%	27.05%	0.00%	4.27%
Tract 226, Block Group 2	1,409	65.72%	2.56%	0.00%	22.57%	0.00%	11.43%
Tract 227.02, Block Group 2	1,039	70.84%	3.18%	0.00%	10.49%	0.00%	12.90%
Tract 227.04, Block Group 3	976	76.02%	0.00%	0.00%	19.26%	0.00%	7.07%
Tract 230.01, Block Group 1	1,853	19.21%	5.88%	0.00%	64.44%	0.00%	14.36%
Tract 230.01, Block Group 2	1,426	8.63%	6.73%	0.00%	75.88%	0.00%	9.47%
Tract 230.03, Block Group 3	1,734	20.99%	28.43%	0.00%	43.19%	0.00%	14.65%
Tract 231.02, Block Group 1	2,353	6.71%	66.09%	0.00%	12.20%	0.00%	31.49%
Tract 231.02, Block Group 2	1,318	6.45%	46.59%	0.00%	5.31%	1.37%	41.50%
Tract 231.03, Block Group 1	1,748	1.95%	65.39%	0.00%	2.40%	22.20%	6.52%
Tract 231.03, Block Group 2	2,206	10.02%	52.40%	0.00%	10.61%	2.04%	31.50%
Tract 232, Block Group 3	1,074	26.44%	22.07%	0.00%	17.04%	0.00%	50.93%
Tract 612, Block Group 1	1,298	20.42%	25.89%	1.85%	46.61%	0.00%	14.71%
Tract 612, Block Group 2	1,209	9.18%	24.90%	0.00%	18.36%	0.00%	45.24%
Tract 612, Block Group 3	1,262	22.27%	28.68%	0.00%	20.05%	0.00%	34.87%
Tract 614.01, Block Group 1	1,257	15.12%	43.83%	0.00%	14.88%	0.00%	20.84%
Tract 614.01, Block Group 2	917	68.59%	0.00%	0.00%	20.17%	0.00%	11.23%
Tract 614.01, Block Group 3	1,322	71.94%	0.00%	0.00%	11.72%	0.00%	3.25%
Tract 614.02, Block Group 1	1,511	66.05%	0.00%	0.00%	28.92%	0.00%	9.46%
Tract 614.02, Block Group 2	889	19.57%	3.60%	0.00%	41.96%	0.00%	42.74%
Tract 9809, Block Group 1	242	47.93%	7.85%	0.00%	34.71%	0.00%	11.57%
Aggregated Study Area	**28,962**	**30.29%**	**24.76%**	**0.08%**	**25.81%**	**1.56%**	**20.31%**
City and County of San Francisco	**861,021**	**45.58%**	**5.14%**	**0.43%**	**34.33%**	**0.36%**	**15.65%**

Table 2-3 Selected Housing Characteristics of the Study Area

Geography	Total Housing Units	Occupied Units	Vacant	Median Home Value	Owner Occupied %	Renter Occupied %
Tract 226, Block Group 1	1,143	1,024	119	1,087,600	32%	68%
Tract 226, Block Group 2	809	697	112	1,230,300	26%	74%
Tract 227.02, Block Group 2	486	469	17	1,330,900	54%	46%
Tract 227.04, Block Group 3	527	466	61	1,313,900	69%	31%
Tract 230.01, Block Group 1	467	467	0	741,500	63%	37%
Tract 230.01, Block Group 2	413	343	70	822,400	73%	27%
Tract 230.03, Block Group 3	619	575	44	881,100	79%	21%
Tract 231.02, Block Group 1	759	717	42	797,500	45%	55%
Tract 231.02, Block Group 2	430	430	0	825,700	30%	70%
Tract 231.03, Block Group 1	626	561	65	696,400	12%	88%
Tract 231.03, Block Group 2	807	748	59	629,800	10%	90%
Tract 232, Block Group 3	420	316	104	722,900	55%	45%
Tract 612, Block Group 1	459	446	13	715,900	43%	57%
Tract 612, Block Group 2	353	297	56	786,000	38%	62%
Tract 612, Block Group 3	500	426	74	973,600	40%	60%
Tract 614.01, Block Group 1	545	501	44	698,300	24%	76%
Tract 614.01, Block Group 2	418	418	0	1,017,900	33%	67%
Tract 614.01, Block Group 3	644	603	41	976,200	65%	35%
Tract 614.02, Block Group 1	809	809	0	1,554,500	66%	34%
Tract 614.02, Block Group 2	386	342	44	997,300	38%	62%
Tract 9809, Block Group 1	178	129	49	-	8%	92%
Study Area	**11,798**	**10,784**	**1014**	**$853,400**	**43%**	**57%**
City and County of San Francisco	**398,613**	**362,141**	**36,472**	**$1,152,300**	**38%**	**62%**

Another noteworthy statistic for the study area is the 22.20 percent Native Hawaiian and Other Pacific Islander population of Census Tract 231.03, Block Group 1. This is remarkably higher than the CCSF figure of 0.36 percent.

The significantly high ratio of minority populations in the study area, coupled with historical environmental justice issues, establishes key context for the project. Environmental justice, which is discussed further in Section 5.3, is an important consideration for any project sited in or adjacent to Bayview-Hunters Point. Past environmental justice issues in the area include the release of toxic particulates towards subsidized housing units on Hunters Point Hill; sewage release through the Yosemite Slough; and radiological contamination from the Naval Radiological Defense Laboratory. Such issues continue to affect the neighborhood, as residents have higher rates of asthma, cancer, emphysema, and other environmentally related diseases relative to other neighborhoods in the city (Dillon 2014).

2.2.2 Housing Characteristics

There is little to no housing in the immediate project area, due it being zoned primarily PDR/industrial. However, there are 11,798 in the greater study area. Many of these homes are in the areas south and northwest of the Islais Creek Bridge, in the Hunters Point and Potrero neighborhoods. Selected housing characteristics for the study area are shown in Table 2-3.

According to ACS, approximately 10,784 of the housing units in the study area are occupied. Of those, 43 percent are occupied by the owner, and 57 percent are occupied by renters. This is comparable to the owner/renter demographics for CCSF. The median home value is approximately $853,400. This is lower than the median home value in CCSF, which is approximately $1,152,300.

2.2.3 Economic Data and Trends

Regional Area

There are 720,500 employed persons in CCSF. The largest industries are Professional/Business Services, Education/Health Services, Trade/Transportation/Utilities, and Government (BLS 2022a). CCSF's largest employers include Salesforce, Wells Fargo & Co., Sutter Health, Uber, and Kaiser Permanente (The Business Journals 2019). The unemployment rate was 2.5 percent in mid-2022 (BLS 2022b).

Employment in the city increased at an average rate of 6.8 percent per year from 2021 through 2022, reflecting the concentration of technology and knowledge economy firms in the region, and the growth of this industry in recent years. Salesforce and Uber employ 10,603 people and

5,500 people, respectively. Healthcare-sector entities also employ many persons, including Sutter Health (nearly 6,100 employees), and Kaiser Permanente (4,533 employees).

CCSF's office space market has expanded over the past decade, as demand increased. The industrial uses in the city are primarily light industrial, such as auto repair/services, or warehouses. The retail market has remained fairly strong in the city, with the help of commercial districts like Downtown. The hotel industry has also been strong in recent years. However, it should be noted that the COVID-19 pandemic has affected the local economy, including the aforementioned industries. According to a report by the San Francisco Chronicle, employment, hotel occupancy and transit ridership remain below pre-pandemic levels, but appear to be growing (San Francisco Chronicle 2021).

Fiscal Conditions

The majority of the City's General Fund revenues are generated from property taxes, sales tax, and taxes from the transfer of real property, transient occupancy taxes (hotels and lodging), and businesses licenses. Sales taxes are mainly generated from retail, as well as food products and restaurant sales (City of San Francisco 2022).

Study Area

Per capita income, poverty rate, and unemployment rate were used as economic indicators for the study area. Data for these indicators are shown in Table 2-4. According to ACS, the median per capita income for the study area is $48,636.00. The median poverty and unemployment rates are 8.91 percent and 3 percent, respectively. While the median poverty and unemployment rates are similar to those of CCSF, the median income is significantly lower, and alludes to potential economic stress within the study area.

Economic health varies within the study area by block group. For example, Census Tract 227.04, Block Group 3 has a per capita income of $176,266.00 and poverty rate of 7.70 percent, but Census Tract 231.03, Block Group 1 has a per capita income of $12,923.00 and a poverty rate of 46.66 percent. These two block groups are on opposite ends of the study area—the former is in the Potrero District, but the latter is in Hunters Point. There appears to be a trend of higher economic stress in the area south of Islais Creek, indicating that these communities could be more vulnerable to project impacts.

Table 2-4 Economic Characteristics of the Study Area

Geography	Per Capita Income	Poverty Rate	Unemployment Rate
Tract 226, Block Group 1	$145,343.00	10.12%	1%
Tract 226, Block Group 2	$113,771.00	4.27%	1%
Tract 227.02, Block Group 2	$132,108.00	0.00%	2%
Tract 227.04, Block Group 3	$176,266.00	7.70%	2%
Tract 230.01, Block Group 1	$20,288.00	4.61%	5%
Tract 230.01, Block Group 2	$37,908.00	16.19%	1%
Tract 230.03, Block Group 3	$48,636.00	5.61%	2%
Tract 231.02, Block Group 1	$36,117.00	6.40%	8%
Tract 231.02, Block Group 2	$22,174.00	13.09%	6%
Tract 231.03, Block Group 1	$12,923.00	46.66%	10%
Tract 231.03, Block Group 2	$16,290.00	13.04%	6%
Tract 232, Block Group 3	$48,409.00	41.02%	5%
Tract 612, Block Group 1	$33,926.00	2.70%	6%
Tract 612, Block Group 2	$50,495.00	20.72%	8%
Tract 612, Block Group 3	$42,782.00	11.17%	2%
Tract 614.01, Block Group 1	$23,207.00	6.26%	8%
Tract 614.01, Block Group 2	$94,096.00	45.98%	3%
Tract 614.01, Block Group 3	$118,103.00	4.47%	3%
Tract 614.02, Block Group 1	$99,660.00	0.00%	0%
Tract 614.02, Block Group 2	$70,057.00	1.85%	0%
Tract 9809, Block Group 1	$68,601.00	36.33%	0%
Median (Study Area)	**$48,636.00**	**8.91%**	**3%**
City and County of San Francisco	**$72,041.00**	**10.12%**	**3.33%**

Businesses in the immediate project area are primarily industrial/PDR, and the larger study area includes commercial spaces, arts and entertainment, various offices, restaurants, and more. One of the most prolific businesses in the Study Area is the Midway—a popular live music venue just north of Islais Creek, on Marin Street. There is also an Amazon fulfillment center to the north, on 23rd Street.

2.2.4 Circulation and Access

Third Street is the primary transportation corridor for the study area. It generally includes two lanes in each direction, northbound and southbound. Additionally, I-280 runs through the study area, and U.S. 101 lies just to the west. Both I-280 and U.S. 101 are major freeways that serve not only the study area, but the larger regional area.

The existing Islais Creek Bridge carries four lanes of traffic (two vehicle lanes in each direction), two SFMTA LRT tracks, and two sidewalks. Adjacent city streets include Cargo Way, Arthur Avenue, Quint Street, and Amador Street to the south; Illinois Street to the east; and Marin Street and Cesar Chavez Street to the north. The Islais Creek Bridge itself is a bascule-drawbridge, facilitating marine access through the study area by way of Islais Creek. There is no parking along the bridge itself, but there are parking lots and street parking along adjacent city streets.

The Islais Creek Bridge supports both rail and bus transit services provided by SFMTA. In 2007, the bridge was retrofitted by SFMTA to carry two LRT tracks. The SFMTA T-Third LRT line operates weekday and weekend service along Third Street, across the Islais Creek Bridge. This route travels from Sunnydale to Downtown. As such, project impacts to public transit may affect communities outside of the study area, as far south as Sunnydale—this is considered in Chapter 6. In addition to the T-Third LRT line, SFMTA operates the following bus routes in the study area:

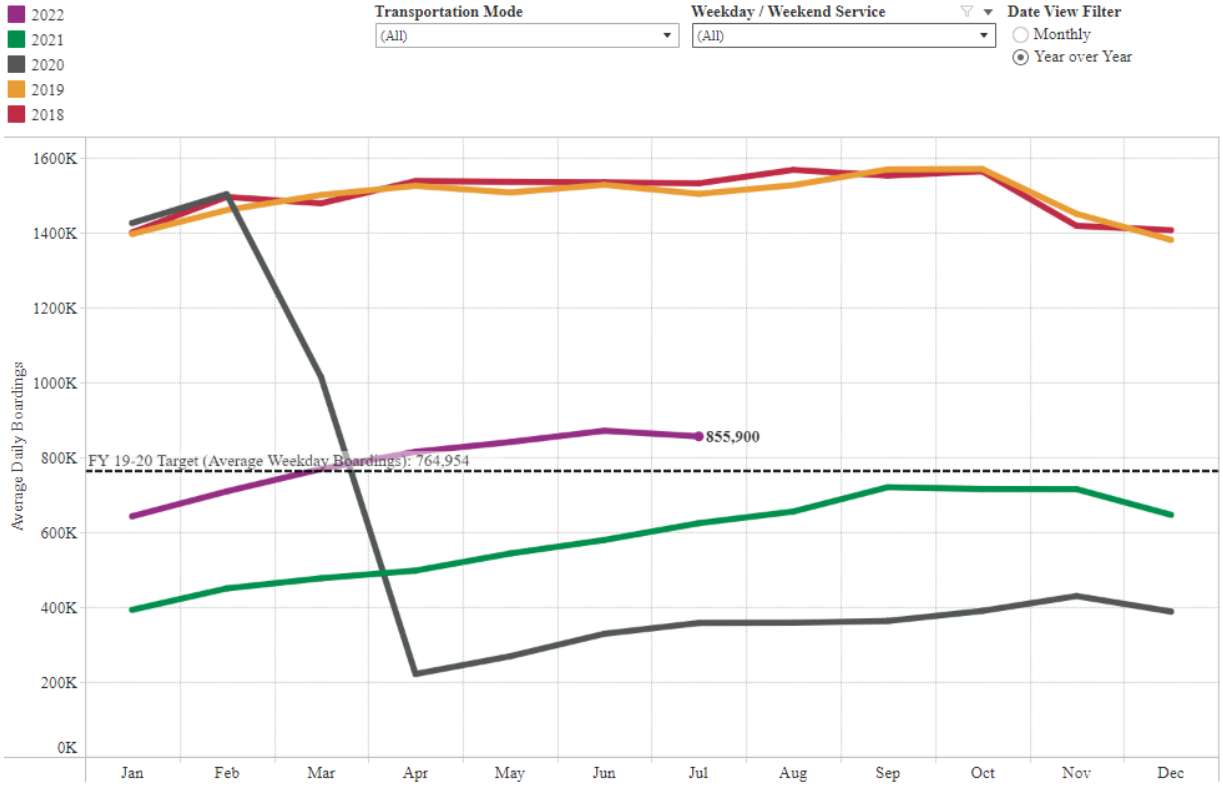
- 19-Polk
- 44-O'Shaughnessy
- 48-Quintara/24th Street
- 54-Felton
- KT-K Ingleside/Third Street
- 91 – Third Street/19th Avenue Night Owl

Figure 2-5 shows the public transportation stops and routes in the immediate vicinity of the Islais Creek Bridge. However, it should be noted that these transit services extend south and north through the study area.

Figure 2-5 Public Transportation Stops and Routes in the Vicinity of the Project

While data for the ridership of public transit specific to the study area is not available, SFMTA provides data for the overall ridership of the CCSF transit system. Overall ridership was heavily impacted by the COVID-19 pandemic. As shown in Figure 2-6, ridership is steadily improving, but is still significantly below that of the pre-pandemic era.

Figure 2-6 Year Over Year Ridership of the Overally SFMTA Public Transit System



2.3 Utilities, Public Services, and Emergency Services

This section inventories utilities, public services, and emergency services in the study area, including water and electricity; community centers; police, fire, and more.

2.3.1 Utilities

There are existing PG&E gas and electrical utilities in the study area, including service lines, underground test points, and buried polyvinyl chloride and steel pipes. Additionally, several wastewater assets are situated along the Islais Creek channel. As stated in Section 1.5, the SFPUC outfall from the Southeast Treatment Plant and the Booster Pump Station are just southwest of the Islais Creek Bridge, with the outfall pipes running across the creek adjacent to the bridge (below the channel) and along the northern side of the channel to the Bay. There are also 415 feet of vitrified clay pipe sewer line present under the Third Street roadway from Arthur Avenue to Marin Street, which would be replaced by a larger-diameter line or supplemented by a second line.

2.3.2 Public Services

Public service providers include schools, medical and health care facilities, community centers, religious institutions, and more. As shown in Table 2-5, there are a variety of such services in the study area.

Table 2-5 Public Service Providers in the Study Area

Name	Type	Description	Location
Children's Advocacy Center of San Francisco	Health Care and Advocacy	The Children's Advocacy Center of San Francisco supports victims of child abuse through an array of services.	Building 2, 3450 Third Street #300, San Francisco, CA 94124
Bayview Child Health Center	Healthcare	Healthcare services for patients under the age of 26, including: preventive care and physicals, same day appointments (acute care for illness and injuries), chronic disease management (such as diabetes, asthma, and more), referrals to vetted specialists and mental health providers, and management of multi-specialty care plans, including mental health.	3450 Third Street Building 2 Suite 2a, San Francisco, CA 94124
The Midway	Concert Venue/ Entertainment Space	Concert venue/entertainment space that hosts large-scale events.	900 Marin Street, San Francisco, CA 94124
Rafiki Coalition for Health and Wellness	Wellness Center	Provides health and wellness services, including health screenings and education, movement classes, advocacy, transitional housing, and trauma resiliency.	601 Cesar Chavez, San Francisco, CA 94124
San Francisco-Marin Food Bank –CC Illinois Warehouse	Food Bank	Base for San Francisco-Marin Food Bank grocery delivery service.	1050 Marin Street, San Francisco, CA 94124
City College of San Francisco – Evans Center	Educational	Base of City College of San Francisco's Career Technical Educational programs, which include automotive, motorcycle, construction, welding, custodial, and fashion.	1400 Evans Avenue, San Francisco, CA 94124 2,028
La Scuola International School	Educational	An international Pre-K – 8th Grade school with an Italian language immersion program. Enrollment is approximately 330 students.	728 20th St, San Francisco, CA 94107 4,870
Starr King Elementary School	Educational	Elementary school that also features Pre-K, special education, experimental learning, and a Mandarin immersion program. Enrollment is approximately 340 students.	1215 Carolina St, San Francisco, CA 94107 3,900 feet
Malcom X Elementary	Educational	Elementary school that also features Pre-K and an after school care program. Enrollment is approximately 115 students.	200-398 Harbor Rd, San Francisco, CA 94124 4,900 feet

Name	Type	Description	Location
Daniel Webster Elementary	Educational	Elementary school that also features a Spanish immersion program. Enrollment is approximately 345 students.	465 Missouri St, San Francisco, CA 94107 5,340 feet
Leola M. Havard Early Education School	Educational	Preschool program that emphasizes active participation in learning. Enrollment is unknown.	1520 Oakdale Ave, San Francisco, CA 94124 4,650 feet
George Washington Carver Elementary School	Educational	Elementary school emphasizing a small and personal learning environment. Enrollment is approximately 111 students.	1360 Oakdale Ave, San Francisco, CA 94124 5,750
Southeast Community Center	Community Center	A future community center that will feature childcare services, nonprofit workspaces, community meeting rooms, large multi-purpose rooms, and the Alex Pitcher Pavilion for community events.	1550 Evans Avenue, San Francisco, CA 94124
United States Post Office, India Basin	Post Office	United States Postal Service facility. This post office also has a DMV self-service kiosk.	1300 Evans Avenue Suite 30, San Francisco, CA 94188
Meals on Wheels San Francisco	Non-Profit	Provides meals and wellness checks to homebound persons.	1375 Fairfax Avenue, San Francisco, CA 94124
Bayview Opera House	Theater	The Bayview Opera House, officially named the Bayview Opera House Ruth Williams Memorial Theatre, is a historic place and performance venue.	4705 3rd St, San Francisco, CA 94124
We Are Church	Religious	Christian Church.	4100 3rd St, San Francisco, California, 94124
New Springs Christian Fellowship Church Incorporated	Religious	Christian Church.	620 Mendell St, San Francisco, California, 94124
St John Missionary Baptist Church	Religious	Christian Church.	825 Newhall St, San Francisco, California, 94124
St James Baptist Church	Religious	Christian Church.	1470 Hudson Ave, San Francisco, California, 94124
Redeemer Community Church	Religious	Christian Church.	1224 Fairfax Ave, San Francisco, California, 94124
Bayview Tabernacle Baptist Church	Religious	Christian Church.	1775 La Salle Ave, San Francisco, California, 94124
New Home Baptist Church	Religious	Christian Church.	1763 Newcomb Ave, San Francisco, California, 94124
Providence Baptist Church Of San Francisco	Religious	Christian Church.	1601 McKinnon Ave, San Francisco, California, 94124

Name	Type	Description	Location
St Stephen Baptist Church	Religious	Christian Church.	800 22nd St, San Francisco, California, 94107
Faith Temple Church of God In Christ	Religious	Christian Church.	1758 Oakdale Ave, San Francisco, California, 94124
St Peters Missionary Baptist Church	Religious	Christian Church.	1606 Newcomb Ave, San Francisco, California, 94124
Calvary Apostolic Church Of San Francisco	Religious	Christian Church.	1869 Oakdale Ave, San Francisco, California, 94124
Galilee Baptist Church	Religious	Christian Church.	1901 Oakdale Ave, San Francisco, California, 94124

2.3.3 Emergency Services

Emergency services in CCSF are a robust partnership between public and private entities. As shown in Table 2-6, there are multiple private providers that work in conjunction with the San Francisco Fire, Police, and Sheriff's Departments (San Francisco Department of Public Health 2022).

Table 2-6 Emergency Services in Regional Area (CCSF)

Name	Services	Jurisdiction
San Francisco Fire Department	Fire and emergency medical services (EMS)	City and County of San Francisco
American Medical Response	EMS	City and County of San Francisco
King American Ambulance Company	EMS	City and County of San Francisco
ProTransport-1	EMS	City and County of San Francisco
NORCal Ambulance	EMS	City and County of San Francisco
Royal Ambulance	EMS	City and County of San Francisco
San Francisco Police Department	Police and EMS	City and County of San Francisco
San Francisco Sheriff's Department	Police and EMS	City and County of San Francisco

There are several emergency service providers local to the study area. The closest to the Islais Creek Bridge is San Francisco Fire Station 25 on Third Street, directly to the south. Additional emergency service providers are listed in Table 2-7.

Table 2-7 Emergency Service Providers in the Study Area

Name	Services	Location
San Francisco Fire Station 25	Fire and emergency medical services (EMS)	3305 3rd St, San Francisco, CA 94124
San Francisco Fire Station 9	Fire and emergency medical services (EMS)	2245 Jerrold Ave, San Francisco, CA 94124
San Francisco Fire Station 37	Fire and emergency medical services (EMS)	798 Wisconsin St, San Francisco, CA 94107

There is no police or sheriff's station within the study area. However, the study area is within the jurisdiction of the San Francisco Police Department Bayview Station, located at 201 Williams Avenue, just south of the study area.

2.4 Community Values, Issues, and Attitudes

The communities of Bayview-Hunters Point, Dogpatch, India Basin, and Islais Creek are home to many community-based organizations. These organizations possess local influence, which is helpful when trying to engage populations that cannot attend regular public meetings, or do not feel comfortable speaking out in public.

The Dogpatch Neighborhood Association works to preserve historic resources, protect open and green spaces, and curb pollution in the local community (DNA 2020). The India Basin Neighborhood Association similarly works to curb pollution by helping organize community efforts to oppose power plants, to foster the growth of the local area, and to preserve green spaces (India Basin Neighborhood Association 2021). Another local organization, Friends of Islais Creek, participated in creating Islais Creek Park with help from the Bayview community, the SF Conservation Corps, and a grant from the State Department of Water Resources (San Francisco Parks Alliance 2022). Additionally, Bayview Hunters Point Community Advocates (2022) works to protect the vulnerable neighborhood from further environmental justice issues, to improve food sovereignty, and to increase community outreach efforts focused on homelessness. Bayview Hunters Point Foundation for Community Improvement (2019) works to assist the local community by providing residential and homeless services, substance use services, and behavioral health services.

Previous public outreach has been conducted in the study area for the Islais Creek Adaptation Strategy, led by the planning department. This included several community meetings, as well as a youth engagement program. The Islais Creek Adaptation Strategy is a large-scale planning effort, with the goal of building climate change and sea level rise resiliency in the Islais Creek shoreline area. The Islais Creek Bridge Replacement Project is interconnected with this strategy.

2.5 Analysis Topics

The analysis topics discussed in this Community Impact Assessment were drawn from the Caltrans Standard Environmental Reference Volume 4: Community Impact Assessment (Caltrans 2011), and the latest Caltrans template. However, based on the project's footprint, location, and the context gained through the community profile, certain topics are not discussed further. Those topics, and the justification for their omission, are as follows:

- Coastal Zone – the project and study area are not within the California Coastal Zone.
- Wild and Scenic rivers – there are no designated wild and scenic rivers in or adjacent to the study area.
- Farmlands/Timberlands – there are no farmlands or timberlands in the study area, designated by the Williamson Act or otherwise.
- Relocations and Real Property Acquisition – the project would only require temporary construction easements in the areas immediately adjacent to the Islais Creek Bridge. No relocations or property acquisitions would take place.

Chapter 3 Land Use

3.1 Existing and Future Land Use

3.1.1 Affected Environment

Land use and zoning in the study area are described in Section 2.1 above. As stated therein, land uses in the study area are diverse, and include clusters of residential uses in the areas south and northwest of the Islais Creek Bridge. However, the area immediate to the bridge is primarily industrial and PDR.

3.1.2 Environmental Consequences

The No Build Alternative would not result in land use changes. Right-of-way in the study area would remain intact, unless acquired for another project.

Potential impacts associated with either the Standard Project Alternative or the Partial Preservation Alternative would be similar and are not discussed separately in this section. Neither of the build alternatives would result in permanent land use changes. However, a temporary closure of the bridge would be required during the construction period, which would last approximately 24 months. During that time, access to the bridge would be impaired for all traffic, including vehicles, pedestrians, and bicyclists. Temporary construction easements may also be required immediately adjacent to the bridge. Additionally, the contractor would likely use the areas immediately north and south of the bridge for staging. However, no long-term changes in land use are anticipated because the bridge would be restored and fully reopened to traffic once construction is complete.

3.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation is required for land use. The project features discussed above, including the establishment of detour routes and a temporary bus service, would maintain access over Islais Creek during construction.

3.2 Consistency with State, Regional, and Local Plans

3.2.1 Affected Environment

Plans relevant to the project and study area are described in Section 2.1.2 above. These include transportation plans/programs, regional growth plans, general plans, and habitat conservation plans. These plans provide important context for the project, as they set goals and guiding principles for the future of the regional area and the local community.

3.2.2 Environmental Consequences

Table 3-1 summarizes the consistency of the No Build, the Standard Project Alternative, and the Partial Preservation Alternative with applicable plan objectives and policies. Overall, the build alternatives would be consistent with applicable objectives and policies. By replacing the Islais Creek Bridge, and modernizing its facilities, the build alternatives would improve and increase the lifespan of the overall transportation network of the study area. This would align with policies such as 2.1 of the Bayview Hunters Point Area Plan, which calls for improvements to the physical and social character of Third Street.

3.2.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation is required.

3.3 Parks and Recreation

3.3.1 Affected Environment

Parks and recreational facilities in the study area are described in Section 2.1.3 above. Islais Creek itself and the study area are home to multiple parks and recreational facilities, such as Islais Creek Park, Tulare Park, and the Potrero Hill Recreation Center. Since the Islais Creek Bridge is an important circulation point, access to parks and recreational facilities could be affected by any impediments to access and circulation.

3.3.2 Environmental Consequences

The No Build Alternative would not affect any parks or recreational facilities in the study area.

The Build Alternative would not directly affect any parks or recreational facilities in the study area. However, it would temporarily affect access through the closure of the Islais Creek Bridge during construction. Access to these resources would be available from other existing access points along Illinois Street, Arthur Avenue, Cargo Way, and Quint Street throughout the construction period. Signs directing park users to these additional access points would be posted. At the end of construction, the existing access points from Third Street would be fully restored.

3.3.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation is required.

Table 3-1 Consistency of Proposed Project with General and Community Plans

Plan	Policy	No Build Alternative	Standard Project Alternative	Partial Preservation Alternative
San Francisco General Plan, Bayview Hunters Point Area Plan	**Policy 2.1:** Improve the physical and social character of Third Street to make it a more livable environment.	**Not Consistent.** Under the No Build Alternative, no modifications would be made to the Islais Creek Bridge. This alternative would not improve the physical and social character of Third Street to make it a more livable environment.	**Consistent**. The Standard Project Alternative would improve the physical and social character of Third Street by enhancing transit, bicycle, and pedestrian access along Third Street.	**Consistent**. The Partial Preservation Alternative would improve the physical and social character of Third Street by enhancing transit, bicycle, and pedestrian access along Third Street.
San Francisco General Plan, Bayview Hunters Point Area Plan	**Policy 4.3:** Recognize the Third Street Light Rail as the nucleus for public transit improvements and socioeconomic revitalization efforts in the corridor, and prioritize the efficient movement of the light rail by reducing conflicts with automobile and truck traffic.	**Not Consistent.** Under the No Build Alternative, no modifications would be made to the Islais Creek Bridge. Light-rail vehicles would continue to be required to slow down to safely cross the bridge adversely affecting transit travel times.	**Consistent.** The Standard Project Alternative would improve the operation of light-rail vehicles across the bridge.	**Consistent.** The Partial Preservation Alternative would improve the operation of light-rail vehicles across the bridge.
Bay Conservation and Development Commission Port of San Francisco Waterfront Plan	**Southern Waterfront (Crane Cove Park to India Basin) Policy 7:** Protect wildlife habitat and shoreline areas.	**Not Consistent.** Under the No Build Alternative, roadway stormwater would continue to discharge from the bridge directly to the channel.	**Consistent.** Under the Standard Project Alternative, roadway stormwater would be redirected to the existing combined sewer/ stormwater system.	**Consistent.** Under the Partial Preservation Alternative, roadway stormwater would be redirected to the existing combined sewer/ stormwater system.
San Francisco General Plan, Central Waterfront Area Plan	**Policy 1.8.2:** To better serve businesses and industry, enhance the infrastructure and working environment within areas designated for maritime uses.	**Not Consistent.** Under the No Build Alternative, no modifications would be made to the Islais Creek Bridge and deterioration would continue.	**Consistent. I**mplementation of the Standard Project Alternative would enhance the infrastructure and working environment in areas designated for maritime uses by improving the structural integrity of the bridge.	**Consistent. I**mplementation of the Partial Preservation Alternative would enhance the infrastructure and working environment in areas designated for maritime uses by improving the structural integrity of the bridge.
San Francisco General Plan, Central Waterfront Area Plan	**Policy 4.1.6:** Improve public transit in the Central Waterfront, including cross-town routes and connections to the 22nd Street Caltrain Station and Third Street Light Rail.	**Not Consistent.** Under the No Build Alternative, no modifications would be made to the Islais Creek Bridge. Light-rail vehicles would continue to be required to slow down to safely cross the bridge, adversely affecting transit travel times.	**Consistent.** The Standard Project Alternative would improve the operation of light-rail vehicles across the bridge.	**Consistent.** The Partial Preservation Alternative would improve the operation of light-rail vehicles across the bridge.

Plan	Policy	No Build Alternative	Standard Project Alternative	Partial Preservation Alternative
San Francisco General Plan, Central Waterfront Area Plan	**Policy 4.4.5:** Maintain and enhance rail access to maritime facilities.	**Not Consistent.** Under the No Build Alternative, no modifications would be made to the Islais Creek Bridge. Light-rail vehicles would continue to be required to slow down to safely cross the bridge, adversely affecting transit travel times.	**Consistent.** The Standard Project Alternative would improve the operation of light-rail vehicles across the bridge.	**Consistent.** The Partial Preservation Alternative would improve the operation of light-rail vehicles across the bridge.
San Francisco General Plan, Central Waterfront Area Plan	**Policy 4.6.3:** Improve pedestrian access to transit stops, including Third Street light rail and the 22nd Street Caltrain Station.	**Not Consistent.** The No Build Alternative would not improve pedestrian access to transit stops, including Third Street light rail and the 22nd Street Caltrain Station.	**Consistent.** The Standard Project Alternative would improve pedestrian access to transit stops, including Third Street light rail and the 22nd Street Caltrain Station.	**Consistent.** The Partial Preservation Alternative would improve pedestrian access to transit stops, including Third Street light rail and the 22nd Street Caltrain Station.
San Francisco General Plan, Central Waterfront Area Plan	**Policy 4.7.1:** Provide a continuous network of safe, convenient, and attractive bicycle facilities connecting Central Waterfront to the citywide bicycle network, and conforming to the San Francisco Bicycle Plan.	**Not Consistent.** The No Build Alternative would not enhance the bicycle network in the study area.	**Consistent**. The Standard Project Alternative would improve bicycle and pedestrian access along Third Street by providing a 12-foot-wide Class I shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge.	**Consistent**. The Partial Preservation Alternative would improve bicycle and pedestrian access along Third Street by providing a 12-foot-wide Class I shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge.
San Francisco General Plan, Central Waterfront Area Plan	**Policy 4.7.3:** Support the establishment of the Blue-Greenway by including safe, quality pedestrian and bicycle connections from Central Waterfront.	**Not Consistent.** The No Build Alternative would not enhance the pedestrian or bicycle network in the study area.	**Consistent**. The Standard Project Alternative would improve bicycle and pedestrian access along Third Street by providing 12-foot-wide Class I shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge.	**Consistent**. The Partial Preservation Alternative would improve bicycle and pedestrian access along Third Street by providing 12-foot-wide Class I shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge.

Chapter 4 Growth

4.1 Affected Environment

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The study area is a diverse hotspot of land uses and community character, as discussed in Sections 2.1 and 2.2. There are many future developments and revitalization efforts planned within the study area, particularly in the Bayview-Hunters Point neighborhood. According to the Redevelopment Plan for the Bayview Hunters Point Redevelopment Project, redevelopment actions will include, but are not limited to the following:

- Providing very low-, low- and moderate-income housing, including supportive housing for the homeless
- Assisting the development of affordable and supportive housing by developers
- Constructing buildings, structures, roadways, and park facilities
- Improving land, building sites, or public infrastructure with on-site or off-site improvements

Additionally, planning efforts such as the India Basin Mixed-Use Project exemplify a trend of intensification and revitalization in and adjacent to the study area. Therefore, it is expected that the study area will continue to grow.

4.2 Environmental Consequences

The No Build Alternative would not induce growth in the study area.

While there are many large-scale planning efforts and new developments focused on and adjacent to the study area, neither the Standard Project Alternative nor the Partial Preservation Alternative are anticipated to induce growth. both of the build alternatives would largely serve to

extend the lifespan of the existing transportation network, by replacing the deteriorated Islais Creek Bridge. Therefore, no growth is expected as a result of the project.

4.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

Chapter 5 Community Character and Cohesion

5.1 Economic Conditions

5.1.1 Affected Environment

The economic conditions of the regional and study areas are described in Section 2.2.3. As stated therein, economic health in the study area varies with geography. Many of the census block groups north of Islais Creek, particularly in and around the Potrero neighborhood, have strong economic indicators, such as a high median income. However, the areas south of Islais Creek exhibit signs of economic stress. This is an important consideration, as effects on access and circulation as a result of the project could disproportionately affect those communities.

5.1.2 Environmental Consequences

The No Build Alternative would not affect the economic conditions of the study area.

Potential impacts associated with either the Standard Project Alternative or the Partial Preservation Alternative would be similar and are not discussed separately in this section. Due to the temporary detour of the T-Third LRT line during bridge demolition and construction, commercial activity in the study area could be affected. Depending on the nature of the detour, foot traffic to restaurants and commercial spaces adjacent to the Islais Creek Bridge could be reduced. Additionally, this detour could place economic stress on community members who commute over Islais Creek, by lengthening their travel times to and from their jobs. However, these affects would be limited to the 24-month construction period, and would therefore not be permanent.

5.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation is required. The establishment of detour routes and a temporary bus service discussed above would reduce potential effects on economic conditions. Detour routes would be carefully planned to minimize effects on foot traffic to local businesses and commute times of community members.

5.2 Community Facilities and Services

5.2.1 Affected Environment

Utilities, public services, and emergency services in the study area are described in Section 2.3.1. There are PG&E gas and electrical utilities in the study area, as well as wastewater assets. These utilities serve the community, and careful consideration must be placed on potential service interruptions during construction.

As shown in Table 2-5, there are many public service providers in the study area, including healthcare providers, entertainment spaces, schools, community centers, and religious institutions. The majority of these service providers are located south of Islais Creek, in the Bayview-Hunters Point neighborhood.

The study area contains three San Francisco Fire Stations, including Station 25 just south of the Islais Creek Bridge. It is also served by the San Francisco Police Department Bayview Station, which is located south of the study area. Close coordination with emergency service providers

5.2.2 Environmental Consequences

The No Build Alternative would not affect community facilities, emergency services, or utilities.

Potential impacts associated with either the Standard Project Alternative or the Partial Preservation Alternative would be similar and are not discussed separately in this section. Both of the build alternatives would temporarily affect circulation and access through the study area. As stated in Section 1.4, bridge closure is expected to last the full 24-month duration of construction activity. During this time, access and circulation throughout the study area would be affected. Additionally, temporary effects on utilities, including minor service disruptions, are anticipated.

As stated in Section 1.4, detour routes would be established for the project. A temporary bus service would also be established for T-Third LRT users to bypass the construction area.

Utilities

Existing utilities in the study area include PG&E gas and electrical utilities, SFPUC outfall pipes, and a sewer line. Impacts to utilities are not anticipated during construction. However, if a temporary interruption in utility service is necessary, it would be scheduled during non-use or off-peak service periods, and notifications to any affected parties would made in advance by the utility provider and/or project Public Information Officer. The potential service disruptions are typical of any construction project adjacent to existing utilities, and would be minimized to the extent feasible. Therefore, no permanent effects on utilities are anticipated.

Community Facilities

During construction, access to community facilities in the study area would be affected. Access to the community facilities listed in Table 2-1 would become circuitous for all modes of transportation. The temporary bridge closure could particularly affect those who rely on the LRT line, for which service would be disrupted. The establishment of detour routes and a temporary bus service, would reduce effects on community facilities by maintaining access and circulation,

albeit in a more circuitous fashion. Therefore, community facilities would not be permanently affected.

Emergency Services

Emergency services could be affected by the project, because the bridge closure would temporarily remove an ingress and egress point for first responders, such as emergency staff of San Francisco Fire District (SFFD) Station 25. Detour routes would need to be developed, along with close coordination with the emergency service providers listed in Table 2-5 and Table 2-6. The establishment of detour routes would ensure that emergency services would not be adversely affected.

5.2.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are proposed. The project features described above, including the establishment of detour routes and a temporary bus service, would suffice to prevent adverse environmental effects on community facilities and services.

5.3 Environmental Justice

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended; EO 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations"; and EO 14096, "Revitalizing Our Nation's Commitment to Environmental Justice for All." Title VI states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." EO 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address "disproportionately high and adverse" effects of federal or federally funded projects on minority and low-income populations.

5.3.1 Affected Environment

To assess whether or not the project could lead to disproportionately high and adverse effects on a minority and/or low-income population, demographic characteristics of the study area were reviewed. The analysis of environmental justice impacts in this report leverages data from the American Community Survey (ACS) (U.S. Census Bureau 2020). ACS 5-Year Estimates for race, ethnicity, and poverty levels were examined for the 21 block groups that make up the study area, as well as for CCSF, which was used as a reference. These block groups and the relevant data are shown in Section 2.2.1. As stated therein, there is a high proportion of minority populations in the study area, which are statistically significant relative to CCSF.

The Council on Environmental Quality has established the following definitions for environmental justice under NEPA:

- Minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

- Low-income populations in an affected area should be identified with the statistical poverty thresholds from the Bureau of the Census' Current Population Reports, Series P--60 on Income and Poverty. In identifying low-income populations, agencies may consider as a community either a group of individuals living in geographic proximity to one another, or a set of individuals (such as migrant workers or Native Americans) where either type of group experiences conditions of environmental exposure or effect.

For the purpose of this analysis, "meaningfully greater" is assumed to be 10 percentage points greater than the reference; i.e., San Francisco at large, and low-income populations, are identified where more than 25 percent of the block group falls below the poverty threshold.

Table 2-2 lists the 21 block groups in the study area, and provides information on race and ethnicity, and the percentage of their populations that are below the poverty level. These figures are based on American Community Survey 2020 5-year estimates, as reported by the U.S. Census.

As shown in Table 5-1, 12 of 21 block groups studied in the vicinity of the proposed project meet the above definitions. For this analysis, these block groups will be referred to as "environmental justice communities."

5.3.2 Environmental Consequences

The No Build Alternative would not result in changes to environmental justice communities.

Although environmental justice communities have been identified in the study area, these communities are unlikely to be exposed to the direct effects of project construction that would occur under the Standard Project Alternative or the Partial Preservation Alternative, such as noise and dust. Those effects would be primarily borne by Census Tract 9809, Block Group 1, which did not meet the definitions of an environmental justice community.

Table 5-1 Environmental Justice Analysis for Census Block Groups

Geography	Black	Native American	Asian	Native Hawaiian or Other Pacific Islander	Minority*	Hispanic	Below Poverty Threshold
City and County of San Francisco	5.14%	0.43%	34.33%	0.36%	40.27%	15.65%	10.12%
Census Tract 230.01, BG 1	5.88%	0.00%	64.44%	0.00%	**70.32%**	14.36%	16.19%
Census Tract 230.01, BG 2	6.73%	0.00%	75.88%	0.00%	**82.61%**	9.47%	5.61%
Census Tract 230.03, BG 3	28.43%	0.00%	43.19%	0.00%	**71.63%**	14.65%	6.40%
Census Tract 231.02, BG 1	66.09%	0.00%	12.20%	0.00%	**78.28%**	**31.49%**	13.09%
Census Tract 231.02, BG 2	46.59%	0.00%	5.31%	1.37%	**53.26%**	**41.50%**	**46.66%**
Census Tract 231.03, BG 1	65.39%	0.00%	2.40%	22.20%	**89.99%**	6.52%	13.04%
Census Tract 231.03, BG 2	52.40%	0.00%	10.61%	2.04%	**65.05%**	**31.50%**	**41.02%**
Census Tract 232, BG 3	22.07%	0.00%	17.04%	0.00%	39.11%	**50.93%**	2.70%
Census Tract 612, BG 1	25.89%	1.85%	46.61%	0.00%	**74.35%**	14.71%	20.72%
Census Tract 612, BG 2	24.90%	0.00%	18.36%	0.00%	43.26%	**45.24%**	11.17%
Census Tract 614.01, BG 1	43.83%	0.00%	14.88%	0.00%	**58.71%**	20.84%	**45.98%**
Census Tract 614.02, BG 2	3.60%	0.00%	41.96%	0.00%	45.56%	**42.74%**	36.33%

Notes:

*Minority is the sum of Black, Native American, Asian, Native Hawaiian or Other Pacific Islander., BG = Block Group, Bold – Meets at least one of the criteria of an environmental justice community of concern.

The identified environmental justice communities may be affected by the temporary closure of the Islais Creek Bridge during construction, particularly if their residents commute through the study area or use any of the community facilities and services identified in Section 2.3. However, it should be noted that this effect would also be borne by all T-Third LRT riders using the line in either direction, from the Sunnydale stop to the south to the Chinatown stop to the north. See Section 6.2 below for a summary of potential effects on access, circulation, and public transportation.

A disproportionately high and adverse effect on a community of concern is defined by the FHWA (2011) as an adverse effect that either is predominantly borne by a minority population and/or a low-income population; or will be suffered by the minority population and/or low-income population, and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population. Although environmental justice communities may be affected by the temporary closure of the bridge and service interruptions to the T-Third LRT line, this effect will also be felt by riders in other communities throughout its route, and comparable bus service will be provided as an alternative during construction. Additionally, the project would eventually lead to improved pedestrian, bicycle, and transit access and safety along Third Street, which could directly benefit environmental justice communities. Therefore, the project is not anticipated to result in a disproportionate impact.

Based on the preceding discussion and analysis, neither the Standard Project Alternative nor the Partial Preservation Alternative would cause disproportionately high and adverse effects on minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

5.3.3 Avoidance, Minimization, and/or Mitigation Measures

Due to the closure of the T-Third Street LRT line during project construction of the build alternatives, the project team will conduct a robust public outreach campaign both prior to and during construction. Outreach should also include requests for the minority community to meaningfully provide input into project decisions such as recommendations for environmental mitigation, should they be required.

5.4 Equity

President Biden's EO 13985 (January 20, 2021) "Advancing Racial Equity and Support for Underserved Communities Through the Federal Government" serves to "pursue a comprehensive approach to advancing equity for all, including people of color and others who have been

historically underserved, marginalized, and adversely affected by persistent poverty and inequality." The subsequent EO 14096 (April 21, 2023), "Revitalizing Our Nation's Commitment to Environmental Justice for All," reinforces the vision of EO 13895 by setting long-term planning goals and providing guidance on financial support for disadvantaged communities.

The following definitions are provided in EO 13985:

a) The term "equity" means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

b) The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity."

The Caltrans Equity Statement (December 10, 2020) acknowledges that communities of color and underserved communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that "quite literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods."

5.4.1 Affected Environment

As stated in Section 5.3, 12 Census block groups in the study area were identified as environmental justice communities, based on the Council on Environmental Quality's definitions. These are also considered underserved communities, on the grounds that economically disadvantaged communities and communities of color are historically underserved.

In addition to the U.S. Census, the California Office of Environmental Health Hazard Assessment's CalEnviroScreen 4.0 tool was consulted for this equity analysis (OEHHA 2021). CalEnviroScreen identifies California communities that are disproportionately burdened by multiple sources of pollution. This tool combines pollution burden and population characteristics to derive a "score" (from 0 to 100) for census tracts that can then be compared across the state.

More specifically, CalEnviroScreen 4.0 assesses 21 indicators statistically to characterize pollution burden and population (examples of pollution burden data include ozone, diesel particulate matter, hazardous waste, and traffic impacts; examples of population characteristics data include asthma, cardiovascular disease, poverty, and unemployment).

As shown in Figure 5-1, there are multiple tracts in the study area with a CalEnviroScreen score at or above 70, particularly south of Islais Creek. It should be noted that the immediate area surrounding the Islais Creek Bridge is not assigned a score; this is due to a lack of housing in this tract.

Figure 5-1 CalEnviroScreen 4.0 Results for the Project Vicinity

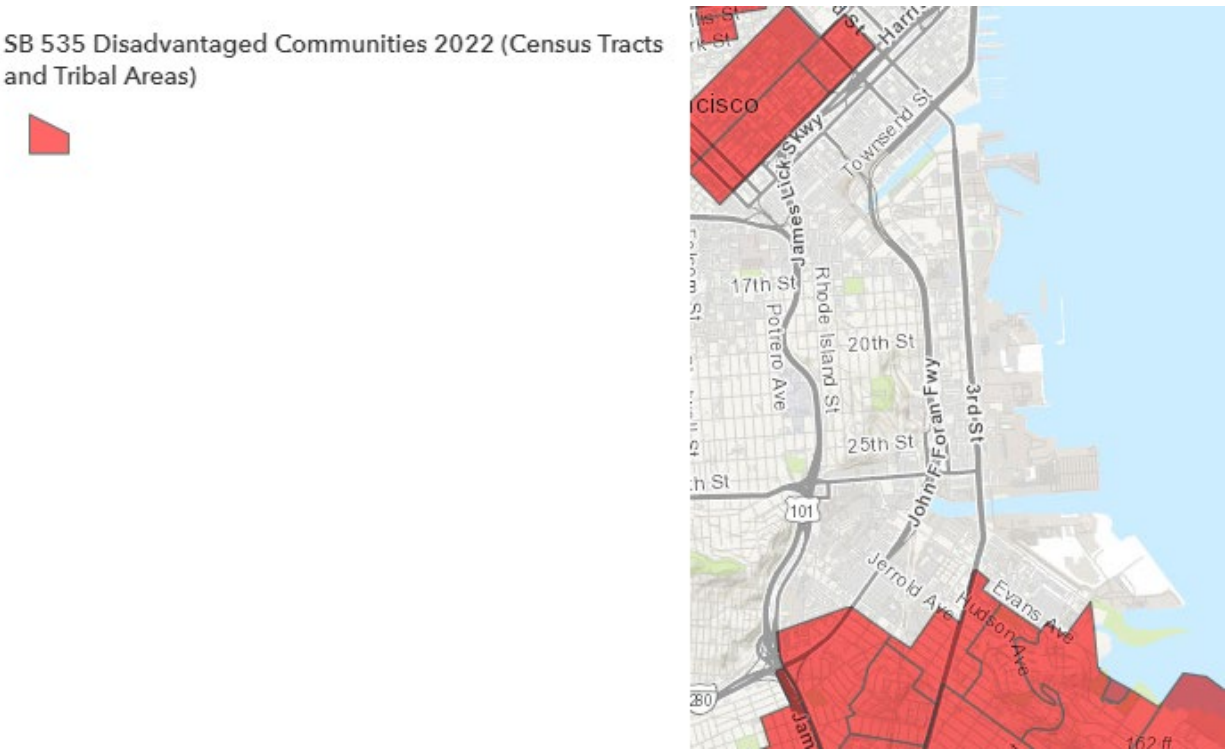
CalEnviroScreen also includes a map of official California Senate Bill (SB) 535 disadvantaged communities (OEHHA 2022), as designated by the California Environmental Protection Agency (CalEPA). CalEPA identifies disadvantaged communities for the allocation of SB 535 funding based on the following criteria:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0 (1,984 tracts).
- Census tracts lacking overall scores in CalEnviroScreen 4.0 because of data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores (19 tracts).

- Census tracts identified in the 2017 Disadvantaged Communities designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0 (305 tracts).
- Lands under the control of federally recognized Tribes.

As shown in Figure 5-2, there are multiple SB 535 disadvantaged communities in the area south of Islais Creek. These official designations correlate to the high CalEnviroScreen scores discussed above, and affirm the presence of underserved communities in the proposed project vicinity.

Figure 5-2 SB 535 Disadvantaged Communities in the Project Vicinity



5.4.2 Environmental Consequences

The No Build Alternative would not affect equity in the study area.

The Build Alternative would result in a temporary closure of the Islais Creek Bridge to all traffic during construction, as described in Section 5.3.2 and Chapter 6. However, this temporary closure would affect riders throughout the T-Third Street LRT route, including those outside of disadvantaged communities, and comparable bus service will be provided during construction. Additionally, the project would result in long-term bicycle and pedestrian and safety improvements. Therefore, as discussed in Section 5.3.2, the project is not anticipated to result in a disproportionate impact to environmental justice or underserved communities.

5.4.3 Avoidance, Minimization, and/or Mitigation Measures

To minimize the effect of the temporary bridge closure during construction of the build alternatives, access and circulation through the study area will need to be maintained. As stated in Section 1.4, detour routes and a temporary bus service will be in place during construction to ensure that all modes of transportation continue to have access through the study area. Additionally, the public outreach campaign discussed in Section 5.3.3 will facilitate a dialogue between the project team and local communities prior to and during construction.

Chapter 6 Traffic and Transportation/Pedestrian and Bicycle Facilities

6.1 Affected Environment

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

The existing transportation network of the study area is described in Section 2.2.4. As stated therein, the existing Islais Creek Bridge carries four lanes of traffic (two vehicle lanes in each direction), two SFMTA LRT tracks, and two sidewalks. There are multiple SFMTA public transit routes in the study area, including the T-Third Street LRT, which directly traverses the Islais Creek Bridge.

6.2 Environmental Consequences

The No Build Alternative would have no effects on access, circulation, parking, or public transportation in the study area. However, it should be noted that the existing condition of the Islais Creek Bridge is deteriorating, and inaction could lead to a loss of circulation.

Potential impacts associated with either the Standard Project Alternative or the Partial Preservation Alternative would be similar and are not discussed separately in this section. The primary effect of the build alternatives on access, circulation, parking, and public transportation would be the temporary closure of the Islais Creek Bridge. Bridge closure is expected to last the full 24-month duration of construction activity. During this time, access and circulation through

the study area would become circuitous, as the traveling public would be detoured along alternate routes. This would affect all modes of transportation through the study area, including public transportation. Additionally, it would affect transit riders as far south as Sunnydale, where the T-Third Street Line terminates.

As stated in Section 1.4, detour routes would be established for the project, which would include a temporary detour plan that prescribes detour routes for vehicles during full closure of the bridge. A temporary detour plan for bicyclists and pedestrians would also be established, to provide alternate routes for active transportation users. Additionally, a temporary bus service would be established for users of the Third Street LRT line, in close coordination with SFMTA.

6.2.1 Access, Circulation, and Parking

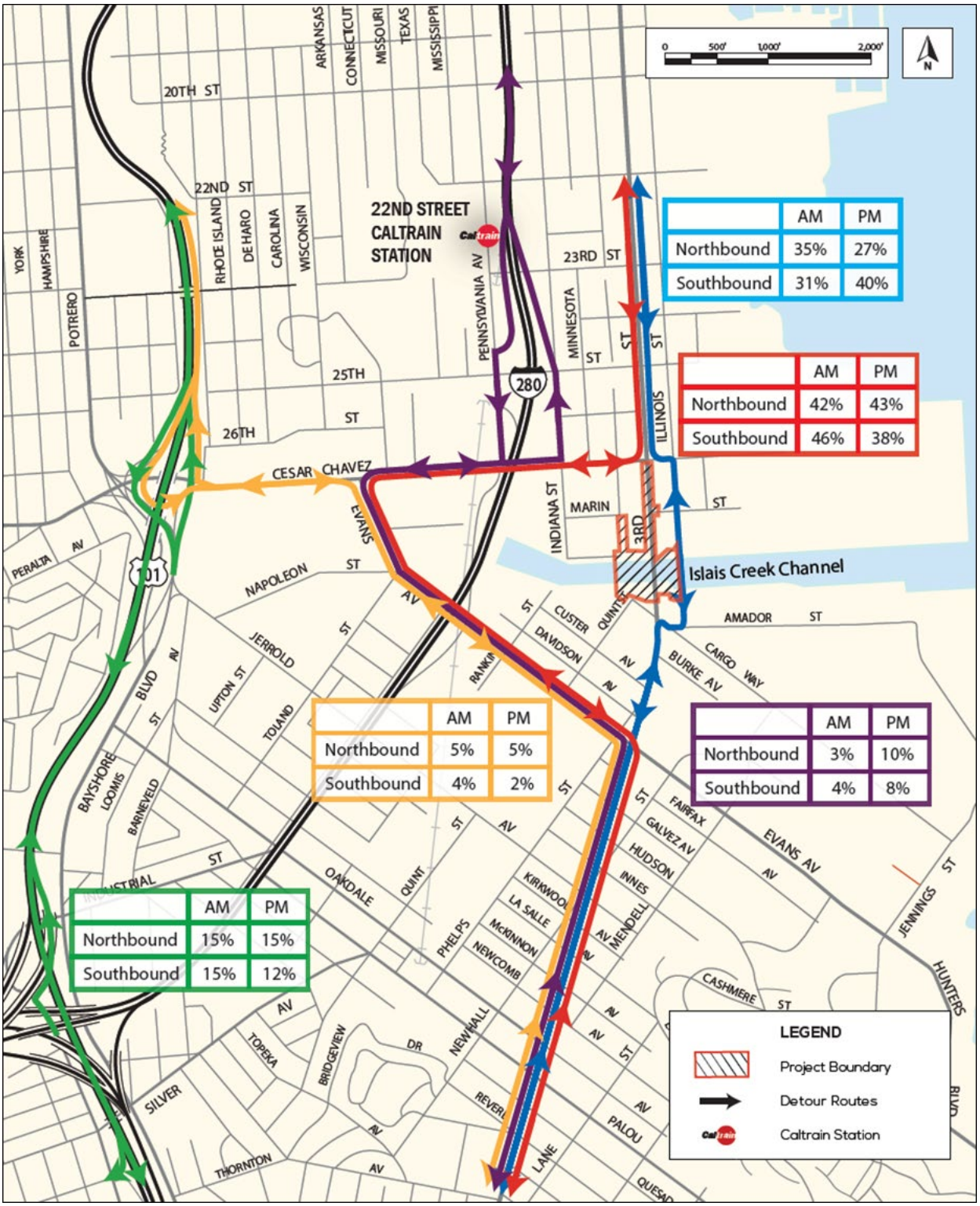
This section is supported by the project's Transportation Impact Study (TIS) (CHS 2023). Based on the full closure of the Islais Creek Bridge needed to support construction, and the findings of the TIS, the build alternatives would temporarily affect access and circulation in the study area for all travelers (e.g., drivers, pedestrians, and bicyclists) as well as emergency vehicles. Because no parking would be directly affected by the project, parking is not discussed further in this section.

According to the TIS, the build alternatives would temporarily increase traffic volumes on adjacent freeways and city streets. During construction, the driveway to Fire Station 25 would not be affected, and emergency responders would be able to traverse Islais Creek using the adjacent Illinois Street Bridge. Close coordination with emergency responders such as Fire Station 25, SFFD Fireboat, the police and sheriff's departments would be maintained. Pedestrian and bicycle traffic would also be affected during this time, because the sidewalks and shared lanes along the bridge would be closed to all travelers.

The TIS determined that the full closure of the bridge would affect approximately 1,150 vehicles traveling across the bridge during the PM peak hour. Local roadways and freeways near the project site would experience increased traffic volumes due to the construction-related trip generation and diverted trips from the Islais Creek Bridge. The majority of existing traffic on Islais Creek Bridge is expected to be diverted to nearby local streets including the Illinois Street Bridge and Evans Avenue to Third Street, increasing a minimal travel distance for diverted trips (up to approximately 0.5 mile per trip). The rest would be diverted to the U.S. 101 via ramps south of Cesar Chavez Avenue and I-280 via ramps at Cesar Chavez Avenue and increase a minimal travel distance for diverted trips (up to approximately 0.8 mile per trip).

The TIS determined that these diverted trips and construction-related trips would be distributed across multiple roadways within their carrying capacity. Additionally, detour routes and other construction logistics would be in place to reduce temporary effects on access and circulation. The proposed detour routes and their projected increase in vehicle trips are shown in Figure 6-1.

Figure 6-1 Northbound Detour Routes and Vehicle Trip Increases



Both the Standard Project Alternative and the Partial Preservation Alternative would support a center 26-foot-wide dedicated light-rail trackway, two 11-foot travel lanes in each direction, a 12-foot-wide pedestrian path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge. This would constitute an improvement in bicycle safety. With the existing bridge, bicyclists must share the travel lanes with vehicle traffic, creating potential conflicts. The new pedestrian and bicycle facilities included in the build alternatives would have exclusive right-of-way for bicyclists and pedestrians, separated from the roadway. Therefore, although the project would have a temporary effect on access and circulation during construction, safety and accessibility for bicyclists are anticipated to improve once the new bridge and its pedestrian/bicycle paths are complete.

6.2.2 Public Transportation

An approximately two-year closure of the Islais Creek Bridge would affect the operation of Muni's T-Third light rail, 15– Bayview Hunters Point Express, and 91-Third Street/19th Avenue Owl bus routes which currently operate across the bridge. As part of the proposed project, the City of San Francisco will develop plans for substitute forms of transit to provide a comparable level of service during construction. Full details of the temporary bus service will be developed as the project's design progresses.

Public Works will also work with the SFMTA to develop a detailed detour plan for the 15-Bayview Hunters Point Express and 91-Third Street/19th Avenue Owl bus routes to minimize transit delays during construction. It is anticipated that these routes would be rerouted along Cesar Chavez Street, Illinois Street, and Cargo Way. Rerouting along Illinois Street would increase a travel distance for these routes by approximately 0.5 mile per trip and increase a travel time by up to two minutes per trip. As described above, the diverted trips and construction-related trips are not expected to cause extensive vehicle queues or delays along these roadways because the increased traffic volumes would be within their carrying capacity. Muni routes 19-Polk and 44 O'Shaughnessy operate along Evans Avenue and a section of Cesar Chavez Street, which are part of detour routes. Minimal delays are expected for the 44-O'Shaughnessy and 19-Polk Muni bus routes since there would be no extensive vehicle queues or delays along these roadways. Avoidance, Minimization, and/or Mitigation Measures

6.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are proposed. The project features described above, including the establishment of detour routes and a temporary bus service, would be integral project features to reduce temporary adverse effects on access, circulation, and public transportation for the duration of construction.

Chapter 7 Public Involvement

7.1 Outreach to Minority and Low-Income Communities

As stated in Section 5.3, environmental justice communities have been identified in the vicinity of the project. A robust public outreach campaign will be conducted both prior to and during construction to connect with environmental justice groups and the community at large, placing emphasis on how the project would maintain access and circulation during construction of the build alternatives (i.e., through the provision of detours for drivers and comparable bus service for transit riders).

7.2 Community Participation Program

A public outreach campaign will be conducted to ensure that the community is informed of project activities. This program will familiarize the local community with the planned construction activities and provide them with the tools and knowledge to navigate Islais Creek during construction. As stated above, special consideration will be taken to ensure that environmental justice communities are actively engaged by the project team.

Chapter 8 References

Bayview Hunters Point Community Advocates. 2022. "Environmental Justice. Neighborhood Leadership." Available online at: https://bvhpadvocates.org/.

Bayview Hunters Point Foundation for Community Improvement. 2019. What we do. Available online at: https://bayviewci.org/core-programs/.

Bay Conservation and Development Commission (BCDC). 2019. Draft Port of San Francisco Waterfront Plan. Available online at: https://live-sf-port-2020.pantheonsite.io/sites/default/files/Waterfront%20Plan_1.pdf.

California Department of Transportation (Caltrans). 2011. Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/f0008751-vol4-entire-a11y.pdf.

California Office of Environmental Health Hazard Assessment (OEHHA). 2021. CalEnviro Screen 4.0 Mapping Tool. Available online at: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.

_____.2022. SB 535 Disadvantaged Communities. Available online at: https://oehha.ca.gov/calenviroscreen/sb535.

CHS Consulting Group (CHS). 2022. Transportation Impact Study for the Islais Creek Bridge Project.

City of San Francisco. 2022. Descriptions of Budget Documents and Terms. Available online at: https://sfmayor.org/descriptions-budget-documents-and-terms#:~:text=San%20Francisco's%20fiscal%20year%20runs,human%20services%2C%20and%20public%20works.

DataSF. 2019. Land Use Categories for Every Parcel in San Francisco. Available online at: https://data.sfgov.org/Housing-and-Buildings/Land-Use/us3s-fp9q.

DataSF 2021. SF Development Pipeline 2021 Q4. Available online at: https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2021-Q4/9r2x-93qm.

Dillon 2014. Waste, Race, and Space: Urban Redevelopment and Environmental Justice in Bayview-Hunters Point. Available online at: https://escholarship.org/uc/item/2029z3c5.

Dogpatch Neighborhood Association (DNA). 2020. On a Mission: What We Do. Available online at: https://www.dogpatchna.org/about-dna.

Federal Highway Administration (FHWA). 2011. Guidance on Environmental Justice and NEPA. Available online at: https://www.environment.fhwa.dot.gov/env_topics/ej/guidance_ejustice-nepa.aspx.

India Basin Neighborhood Association. 2021. Welcome to India Basin. Available online at: https://www.indiabasin.org/.

India Basin Waterfront Park Project Partners. 2022. India Basin Waterfront Park Project Equitable Development Plan. Available online at: https://ibwaterfrontparks.com/.

Kelley & VerPlanck 2010. Bayview-Hunters Point B Survey, Historic Context Statement. February 11, 2010. Available online at: https://www.sanfranciscohistory.com/BVHP_Context.pdf.

Office of Community Investment and Infrastructure (OCII). 2018. Redevelopment Plan for the Bayview Hunters Point Redevelopment Project. Available online at: https://sfocii.org/sites/default/files/Documents/Project%20Areas/HPSY/Phase%202%20%26%20Candlestick/BVHP%20Redevelopment%20Plan%20-%202018%20Amendments%20FINALreduced%20.pdf.

Pacific Gas and Electric (PG&E). 2017. PG&E Bay Area Operations and Maintenance Habitat Conservation Plan., Available online at: https://www.fws.gov/sacramento/outreach/2017/11-22/docs/PGE_Bay_Area_HCP_Final.pdf. Accessed August 1, 2022.

San Francisco Chronicle. 2021. S.F. Economy: New data gives glimpse of city's recovery so far. Available online at: https://www.sfchronicle.com/sf/article/S-F-economy-New-data-gives-glimpse-of-city-s-16333352.php.

San Francisco Department of Public Health. 2022. EMS Systems Providers List. Available online at: https://www.sfdph.org/dph/comupg/oservices/emergency/EMS-system-providers.asp.

San Francisco Parks Alliance. 2022. Islais Creek. Available online at: https://www.sfparksalliance.org/our-parks/parks/islais-creek.

San Francisco Planning Department. 2002. Industrial Land in San Francisco: Understanding Production, Distribution, and Repair. Available online at: https://sfplanning.org/sites/default/files/resources/2019-06/Industrial_Land_in_San_Francisco_PDR_SF_2002.pdf.

San Francisco Planning Department. 2018. Draft Environmental Impact Report for the India Basin Mixed-Use Project. Available online at: https://sfplanning.s3.amazonaws.com/sfmea/India%20Basin%20Draft%20EIR_1of2.pdf.

San Francisco Planning Department. 2021. Islais Creek Adaptation Strategy Engagement and Event Materials. Available online at: https://sfplanning.org/project/islais#engagement-and-event-materials.

San Francisco Planning Department. 2022a. Database of Permits. Available online at: https://sfplanning.org/resource/permits-my-neighborhood.

San Francisco Planning Department. 2022b. San Francisco Zoning Use Districts. Available online at: https://sfplanning.org/resource/zoning-use-districts.

SFMTA. 2010. Bayview Hunters Point Neighborhood Transportation Plan. June.

SFMTA. 2020. Bayview Community-Based Transportation Plan. Available online at: https://www.sfmta.com/reports/bayview-cbtp-final-plan.

MTC & ABAG (Metropolitan Transportation Commission and Association of Bay Area Governments). 2021. Final Plan Bay Area 2050. Available online at: https://www.planbayarea.org/finalplan2050.

The Business Journals. 2019. Largest Employers in San Francisco. Available online at: https://www.bizjournals.com/sanfrancisco/subscriber-only/2021/01/08/largest-employers-in-san-francisco.html.

U.S. Bureau of Labor Statistics (BLS). 2022a. QuickFacts, San Francisco County, California. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia.

U.S. Bureau of Labor Statistics (BLS). 2022b. San Francisco Area Economic Summary. Available online at: https://www.bls.gov/regions/west/summary/blssummary_sanfrancisco.pdf.

U.S. Census Bureau. 2020. American Community Survey 2020 data. Available online at: https://data.census.gov/cedsci/.