

## 5.15 Recreation

### RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance criteria established by CEQA Guidelines, Appendix G.

#### 5.15.1 Setting

The Proposed Project would be located in the City and County of San Francisco between the Embarcadero Substation at the corner of Fremont and Folsom Streets and the Potrero Switchyard on Illinois Street between 22nd and 23rd Streets; see Figure 4-1 and 4-2 in Section 4 (Project Description). San Francisco is located at the tip of the peninsula defining San Francisco Bay. The San Francisco Bay supports many aquatic recreational activities including sport fishing, sailing, boating, kayaking, swimming, and windsurfing. On the shore of the bay, the Association of Bay Area Governments has planned the Bay Trail, a 500-mile shoreline recreational trail. The Bay Trail is designed to have continuous waterfront access unless the shoreline location clearly conflicts with active maritime use. The Bay Trail will eventually encircle San Francisco and San Pablo Bays with a continuous network of hiking and bicycling trails. Approximately 330 miles of the Bay Trail have been completed. The project would cross under the Bay Trail as buried cable at The Embarcadero near Pier 30/32. In the area of the southern segment, the Bay Trail runs along Illinois Street adjacent to the existing Potrero Switchyard.

The San Francisco Recreation and Park Department builds, maintains and renovates parks and recreation facilities in San Francisco. There are currently 3,433 acres of local parklands within the City limits including Golden Gate Park. In addition, two State Parks cover 255 acres (Candlestick and Mount Sutro) and 1,642 acres of federal parkland are found in the City (Ocean Beach, Fort Funston, Fort Mason, Lands End, Sutro Heights, China Beach, Presidio) (PG&E, 2012a). There are 560 additional acres held by various entities (PG&E, 2012a). These include campuses, pilot program schoolyards, SFPUC lands, former Redevelopment Agency parks, San Francisco Port parks, linear open spaces such as boulevards and parkways, and privately owned, publicly accessible open spaces in the downtown area.

Table 5.15-1 lists parks that are located within one-half mile of the project area, and one park with recreational boater access that is within 0.75 mile of the underwater portion of the project. The parks are maintained by the San Francisco Recreation and Park Department, the San Francisco Port Authority, or the San Francisco Municipal Transportation Agency. The Spear Street Linear Park is located adjacent to the project corridor along Spear Street. The Spear Street Linear Park is part of the “Pavement to Parks” projects throughout the city.

**Table 5.15-1. San Francisco Parks Near the Proposed Project**

Park Name/Address	Owner	Amenities	Distance
<b>South Park</b> South Park St and Jack London Alley	San Francisco Recreation and Park Department	Picnic tables, hummingbird garden, tot lots	0.36 miles from Embarcadero Substation
<b>Warm Water Cove Park</b> End of 24th St and Michigan St	San Francisco Port Authority	Walking paths, open space, part of the proposed Blue Greenway Plan	0.07 miles from 23rd St underground line

**Table 5.15-1. San Francisco Parks Near the Proposed Project**

Park Name/Address	Owner	Amenities	Distance
<b>Woods Yard Park</b> Tennessee St and 22nd St	San Francisco Municipal Transportation Agency	Open space, children's sand pit	0.16 miles from Potrero Substation
<b>Esprit Park</b> Minnesota St and 20th St	San Francisco Recreation and Park Department	Grassy area with redwood trees and picnic tables	0.24 miles from Potrero Substation
<b>Connecticut Friendship Garden</b> Between 22nd and 23rd, Arkansas and Missouri Streets	San Francisco Recreation and Park Department	Community garden park	0.28 miles from Potrero Substation
<b>Potrero Hill Recreation Center Park</b> Arkansas St between 22nd and 23rd Streets	San Francisco Recreation and Park Department	Community building with classes and programs, stage, gymnasium and auditorium, playground, baseball field, basketball court, dog park, ball fields, tennis courts, picnic tables, BBQ grills	0.47 miles from Potrero Substation
<b>South Beach Harbor</b> The Embarcadero at Pier 40	Port of San Francisco	Harbor with space for 700 boats. Includes kayak rentals, sailing lessons, and boat rentals	<0.5 miles from the in-water transmission line route
<b>Islais Creek</b> Quint Street and Arthur Avenue	Port of San Francisco	Small pocket park with water access for canoeing and kayaking	<0.75 miles from the in-water transmission line route
<b>Pier 52 Public Boat Ramp</b> The Embarcadero at Pier 52	Port of San Francisco	Public boat ramp with access for trailered boats and kayaks	<0.5 miles from the in-water transmission line route
<b>Spear Street Linear Park</b>	Rincon Hill	Linear park on the sidewalk of Spear Street at Harrison	Adjacent to the transmission line route

Source: PG&E, 2012a and SocketSite, 2009.

### **Central Waterfront Area Plan**

The San Francisco General Plan and Central Waterfront Area Plan include the Eastern Neighborhoods Streets and Open Space Concept Map (adopted December 2008). The concept map shows Folsom Street as a "Civic Boulevard" and an expanded Planned Open Space area at Warm Water Cove, which would stretch south to the end of 25th Street and north to the end of 23rd Street. The expanded Planned Open Space area at Warm Water Cove would be adjacent to the HDD transition point at Potrero Substation. The concept map also shows Illinois Street and 22nd Street and 24th Street as Green Connector Streets, and the shoreline at the end of 22nd Street is broadly defined as an area to "acquire and develop sites for open space or neighborhood parks in the general vicinity." See Section 5.10, Land Use, for additional details regarding the Proposed Project and land use plans.

### **Applicant Proposed Measures**

There are no Applicant Proposed Measures for recreation.

## **5.15.2 Environmental Impacts and Mitigation Measures**

### **a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

*LESS THAN SIGNIFICANT.* The project does not include development of new residential units that would increase population and would not increase the demand for parks in the project area. Project construction would result in temporary employment of up to approximately 75 construction workers. This is a

small fraction of the existing daytime population of the project area. While it is possible that construction workers traveling to the area may use existing parks, this potential increase in demand would be minimal and temporary.

Project construction would involve on-water work near the San Francisco shoreline. Water recreation in the project area includes boating, sailing, kayaking, sport-fishing, and canoeing. South Beach Yacht Club at South Beach Harbor and Bay View Boat Club at Pier 52 host sailing races and other activities in the bay. Kayaks and canoes launched out of South Beach or Islais Channel may be present in this area. Boaters and kayakers are also often present in China Basin during ballgames at AT&T Park. Disruption of water-based recreation from the work vessels would be minimal and short term. Submarine cable installation is expected to take 22 days within an approximately six-month window, and installation of the offshore to onshore transition via horizontal directional drill is expected to take 129 days during an 8-month window. The barge and tug boats that would be used to install the cable and the vessels used at the offshore end of each horizontal directional drill are similar to other vessels that are common in the bay and along the Port waterfront. As part of standard U.S. Coast Guard in-water construction procedures, PG&E would coordinate with the U.S. Coast Guard to ensure that recreational boaters and other mariners are properly notified of construction dates and times, as described further under Section 5.15, Transportation and Traffic. The work zone would occupy an extremely small portion of the available area in the Port, is similar to other Port traffic in the area, and would have no noticeable impact on recreational vessel traffic in the area.

Project construction would temporarily interfere with the use of the Spear Street Linear Park. The Spear Street Linear Park vegetation may be removed during project construction and access to the park would be prohibited. This impact would be short-term in nature (less than 4 months) during excavation along Spear Street and PG&E has stated that it would restore temporarily disturbed areas to preconstruction conditions once construction is complete (Section 4.11.1, Vegetation Clearance). The northern HDD portion of the project would pass under the Embarcadero Promenade, Bay Trail, and access to The Embarcadero would not be blocked during construction. Additionally, South Park, located at South Park Street and Jack London Alley approximately 0.37 miles from Embarcadero Substation, would be open. Other than the Spear Street Linear Park, project construction would not interfere with park use or operations, or impede access to any parks. Because the impacts to the Spear Street Linear Park would be temporary in nature, it would be restored to preconstruction conditions after construction is complete, and nearby Embarcadero Promenade, Bay Trail and South Park would remain open, the impact would be less than significant. See Section 5.12, Noise for impacts due to construction noise.

Operation and maintenance of the project would not result in an increase in personnel; therefore the project would not increase the use of parks when the project becomes operational.

***b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

*NO IMPACT.* The Proposed Project does not include recreational facilities, nor does it require the construction of new or expanded parks or recreational facilities that could create an adverse physical effect on the environment.

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