

Appendix 1A NOP



SAN FRANCISCO PLANNING DEPARTMENT

RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING FOR POTRERO HOPE SF MASTER PLAN (CASE NO. 2010.0515E)

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

To Responsible Agencies, Trustee Agencies, and Interested Parties:

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and a Notice of Public Scoping Meeting for the above-referenced project has been issued by the Planning Department. This notice has been sent to you because you have expressed an interest in the proposed project or the project area, or because you have been identified by the Planning Department as potentially having an interest in the project. A project description is attached for your review. The NOP/Notice of Public Scoping Meeting will also be available on-line at www.tinyurl.com/meacases by November 10, 2010.

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Description: The San Francisco HOPE SF Program, a partnership between the Mayor's Office of Housing and the San Francisco Housing Authority (SFHA), proposes to redevelop the Potrero Terrace and Annex (Potrero) housing developments as a part of its program to revitalize distressed public housing developments in San Francisco. The program, which also includes Hunters View, Sunnyside-Velasco, Westside Courts, and Alice Griffith public housing developments, proposes to rebuild every housing unit, provide homes for current residents, and add new housing at different income levels. HOPE SF plans to redesign these communities with new buildings, streets, parks, and landscaping. The BRIDGE Housing Corporation, and its affiliate BUILD LLC, are identified as the developers and project applicant.

Located on the southeastern edge of San Francisco's Potrero Hill neighborhood and built in 1941 and 1955, the Potrero site is comprised of two of the oldest public housing developments in San Francisco, Potrero Terrace and Potrero Annex. Together, these public housing developments contain 606 housing units and house a population of approximately 1,200 people. The proposed project would replace all 606 existing housing units; incorporate additional affordable housing and market-rate homes into the community; and add amenities such as open space, retail opportunities, and neighborhood services. Including the 606 public housing units, the proposed project would build up to 1,700 homes. Development would occur in phases to minimize disruption to existing residents. The proposed project would include new vehicle connections, new pedestrian connections, a new circulation concept, and new transit stops. In addition, the proposed project would incorporate green construction and sustainable principles.

The Planning Department has determined that an EIR must be prepared for the proposed project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The Planning Department is holding a Public Scoping Meeting concerning the environmental review process for the above mentioned project on **Monday, November 22, 2010 at 6:00 pm at the Potrero Hill Neighborhood House, 953 De Haro Street, San Francisco, CA 94107**. The purpose of this meeting is to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. Each member of the public will be given three (3) minutes to comment and offer testimony for consideration. Written comments will also be accepted at this meeting.

Comments concerning the environmental effects of this project are welcomed. In order for your concerns to be considered during this environmental process, your written comments about the scope of the EIR will be accepted until the close of business on **December 10, 2010**. Please provide written comments at either the public scoping meeting or send comments by mail to Bill Wycko, Environmental Review Officer, Potrero Hope SF Master Plan EIR, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning the attached materials and the environmental review process, or if you wish to receive a copy of the Draft EIR when it is available, please contact Nannie Turrell of the San Francisco Planning Department at (415) 575-9047. Documents relating to the proposed project can be viewed at 1650 Mission Street, Suite 400, San Francisco, CA 94103.



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report

Date: November 10, 2010
Case No.: 2010.0515E
Project Title: **Potrero HOPE SF Master Plan**
BPA Nos.: N/A
Zoning: RM-2
Block/Lot: 4167/004,004A, 4220A, 4222A, 4285B, 4223/001
Lot Size: 39 acres
Project Sponsor: BRIDGE Housing Corporation
Contact Person: Charmaine Curtis - (415) 647-1898
Lead Agency: San Francisco Planning Department
Staff Contact: Nannie Turrell - (415) 575-9047
Nannie.Turrell@sfgov.org

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PROJECT DESCRIPTION

The San Francisco HOPE SF Program, a partnership between the Mayor's Office of Housing and the San Francisco Housing Authority (SFHA), proposes to redevelop the Potrero Terrace and Potrero Annex (Potrero) housing developments as a part of its program to revitalize distressed public housing developments in San Francisco. The program, which also includes the Hunters View, Sunnydale-Velasco, Westside Courts, and Alice Griffith public housing developments, proposes to rebuild every housing unit, provide homes for current residents, and add new housing at different income levels. HOPE SF plans to redesign these communities with new buildings, streets, parks, and landscaping. BRIDGE Housing Corporation, and its affiliate BUILD LLC, are the developers and project applicant.

Built in two phases in 1941 and 1955, the Potrero site is comprised of two of the oldest public housing developments in San Francisco, Potrero Terrace and Potrero Annex. Together, these public housing developments house a population of approximately 1,200 people. The proposed project would replace all 606 existing housing units; incorporate additional affordable housing and market-rate homes into the community; and add amenities such as open space, retail opportunities, and neighborhood services. Including the 606 public housing units, the proposed project would build up to 1,700 homes. Development would occur in phases to minimize disruption to existing residents. The proposed project would include new vehicle connections, new pedestrian connections, a new circulation concept, and new transit stops. In addition, the proposed project would incorporate green construction and sustainable development principles.

B. PROJECT LOCATION

The project site is located on the southeastern border of the Potrero Hill neighborhood. As shown in Figure 1, Project Location, p. 3, the project site is one and one-half blocks west of Interstate 280 (I-280), four blocks east of U.S. 101, two blocks north of Cesar Chavez Street, and is bordered to the northwest by the Potrero Hill Recreation Center. The eastern edge of the site sits on a ridge paralleling Pennsylvania Street below. The project site is comprised of several parcels that contain the Potrero Terrace and Potrero Annex properties and an adjacent San Francisco Unified School District (SFUSD) owned property. Combined, these parcels have a total acreage of approximately 39 acres, including roads. Areas of the project site have very steep slopes. The highest topographic elevation is to the north at the intersection of 23rd Street and Arkansas Street at 265 feet above mean sea level (msl) and the lowest elevation is to the south at the intersection of 26th Street and Connecticut Street at 40 feet above msl.

Surrounding Land Uses. Surrounding land uses include residential, commercial, recreational, and industrial uses. To the north and northwest there are multi-family residences, single-family residences, and the Potrero Hill Recreation Center. To the west are multi-family residences, single-family residences, and Starr King Elementary School. To the south are industrial uses. Across Texas Street to the east are multi-family residential, single-family residential, and industrial uses.

Planning and Zoning. The project site is zoned RM-2. Under Section 206.2 of the *Planning Code*, RM-2 is defined as Residential, Mixed-Use – Moderate Density. RM-2 Districts are generally similar to RM-1 Districts, which contain a mixture of dwelling types including those found in the RH (Residential, House) Districts and apartment buildings in a variety of structures and a range of unit sizes. RM-2 Districts tend to be greater in unit density and the variety of building types and unit sizes are often more pronounced than RM-1 Districts. Where non-residential uses are allowed in the RM-2 District, they tend to offer services for wider areas than RM-1 Districts. The project site is within a 40-X Height and Bulk District which sets building height limits at 40 feet, with no bulk restriction.

The proposed project is within the Showplace Square/Potrero Hill Area Plan, which is a part of the greater Eastern Neighborhoods Area Plan, approved in January 2009. The Showplace Square/Potrero Hill Area Plan identifies the proposed project site as an area that will be redeveloped under the HOPE SF program.



SOURCE: PBS&J, 2010.

POTRERO HOPE SF MASTER PLAN
 FIGURE 1: PROJECT LOCATION - AERIAL VIEW

C. PROJECT SETTING

There are currently 38 residential buildings on the Potrero Terrace (Terrace) parcel and 23 residential buildings on the Potrero Annex (Annex) parcel. In addition to the residential buildings, there is an administrative office on the Terrace parcel at the northeast corner of 25th Street and Connecticut Street, and a Family Resource Center and child care center on the Annex parcel. The existing buildings are two to three stories or up to 24 to 34 feet in height. The Terrace residential buildings were constructed in 1941 and consist of one-, two-, and three-bedroom units, laundry facilities, and storage rooms. Due to the steep slope of the site, one elevation of each building is a full three stories, while the other is two stories. The Annex residential buildings were constructed in 1955 and consist of one-, two-, three-, four-, and five-bedroom units. The buildings at both sites are rectangular and are constructed of concrete block or wood-framed, with stucco covered exterior walls, built over a concrete foundation. A summary of existing residential uses is provided in Table 1, below.

The existing density at the project site is approximately 18 units per acre. This density is slightly lower than the surrounding land uses.

TABLE 1 EXISTING RESIDENTIAL UNITS						
	1-BR	2-BR	3-BR	4-BR	5-BR	Total Units
Annex	13	46	55	18	5	137
Terrace	27	387	55	0	0	469
TOTAL	40	433	110	18	5	606

Source: San Francisco Housing Authority, 2010.

The circulation between the buildings consists of concrete walkways, steps, and retaining walls. Behind each building are T-shaped clothesline poles. Off-street parking is available in small lots along the streets within the site. Landscaping throughout the two sites is minimal and generally consists of grass and dirt, with some mature trees. There are 249 significant trees¹ on-site and five significant trees on an adjacent property overhanging the project site. There are no street trees or landmark trees on the project site.

Regional access to the project site is provided by U.S. 101 via the Cesar Chavez/Bayshore Boulevard off-ramp from the west. From the east, access is provided by I-280 via the Cesar Chavez off-ramp. Potrero Avenue and Third Street are the primary north-south arterials and Cesar Chavez Street and 16th Street are major east-west arterials in the Potrero Hill area. Connecticut Street, which travels north-south, serves Potrero as the major corridor to Cesar Chavez Street, which provides access to I-280 and U.S. 101. The

¹ Significant trees are any trees within 10-feet of a lot line abutting a public right-of-way that are above 20-feet in height, or with a canopy greater than 15-feet in diameter, or with a trunk greater than 12-inches in diameter at breast height.

project site is bounded by a local roadway network consisting of Wisconsin Street to the west, Texas Street to the east, 25th Street and 26th Street to the south, and 23rd Street and Missouri Street to the north. Connecticut Street and Dakota Street run northwest-southeast, bisecting the Terrace parcel. The Annex parcel includes two cul-de-sac(s), Turner Terrace and Watchman Way that extend east from Missouri Street.

D. PROJECT CHARACTERISTICS

As stated, the proposed project would demolish 606 public housing units and replace them one-for-one, and develop additional housing for a total up to 1,700 new units on the project site. Construction of the development would occur in phases and, where possible, on-site relocation would take place to minimize disruption to existing residents. Figure 2, p. 6, shows the proposed site plan.

Residential Uses

The proposed project would develop approximately up to 1,700 residential units. The final number of units is dependent on the unit mix. As shown in Table 2, the proposed project would construct up to 100 affordable senior units, up to 900 affordable units (including 606 replacement public housing units), and up to 700 mixed-income units. The building types and available parking options are summarized in Table 2, below. Figure 3, Land Use Plan, p. 7, depicts the types of buildings and number of units that are proposed. Figure 4, Proposed Building Types, p. 8, illustrates the general categories for the proposed buildings.

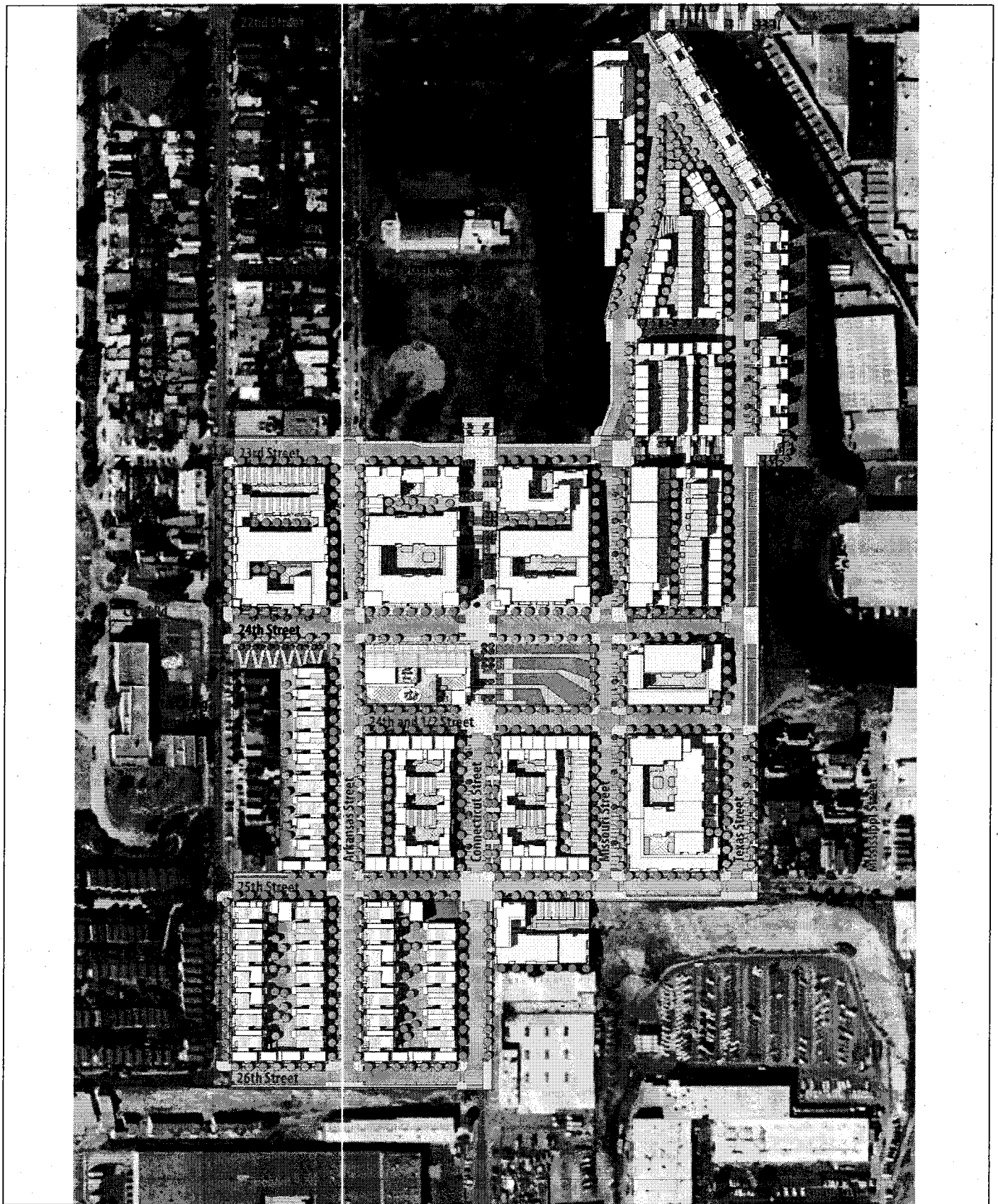
**TABLE 2
PROJECT SUMMARY TABLE**

	Total
Affordable Senior Units	up to 100
Affordable Family Units	up to 900
Mixed-Income Units	up to 700
TOTAL HOUSING UNITS	up to 1,700
Off-Street Parking Spaces	850
On-Street Parking Spaces	600
Retail/Flex Space	up to 30,000 sq ft
Community	up to 50,000 sq ft
Open Space ¹	approximately 7 acres

Source: BRIDGE Housing, 2010.

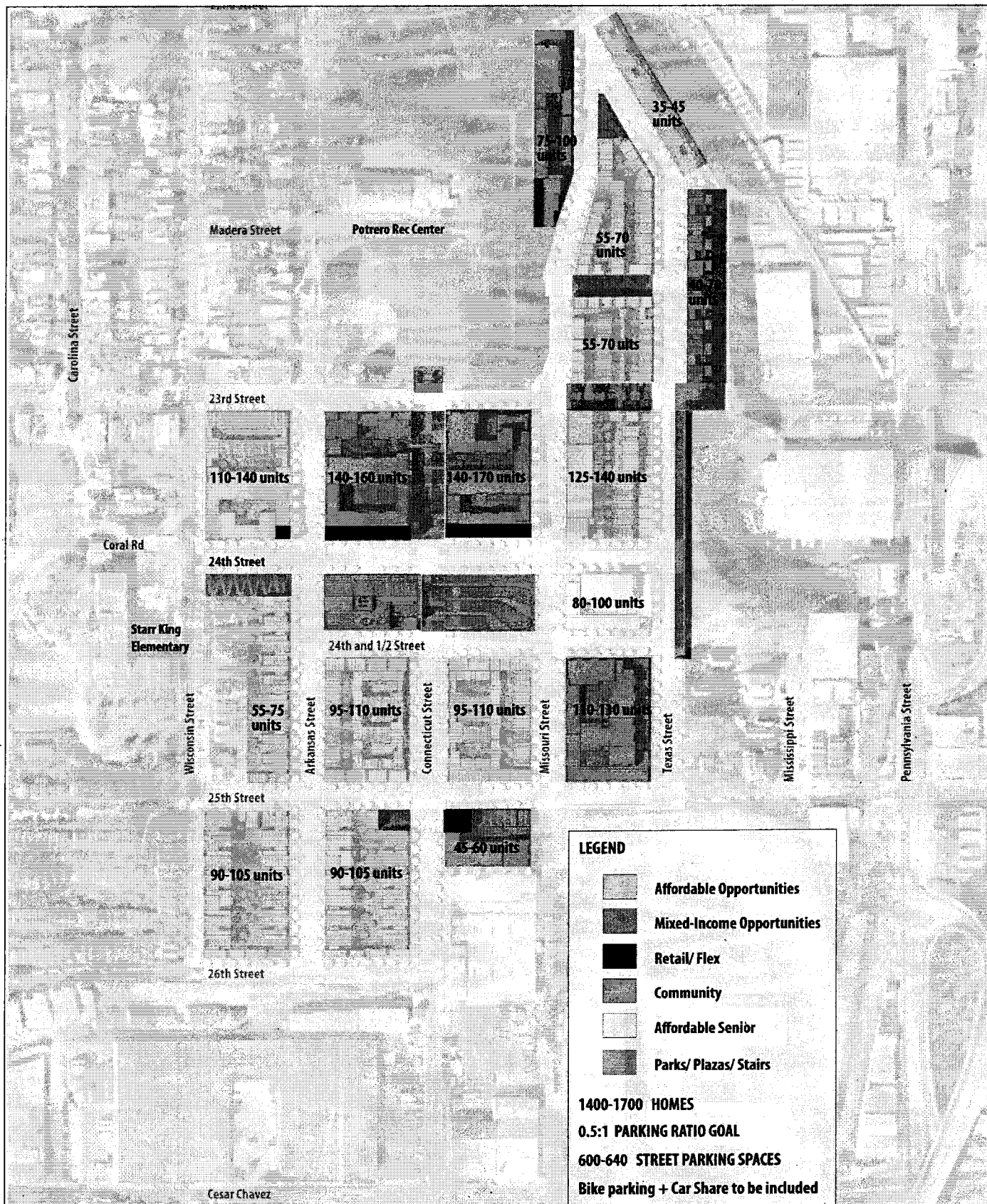
Notes:

¹ Includes parks, plazas, stairs, hillsides, shared courtyards, and private yards.



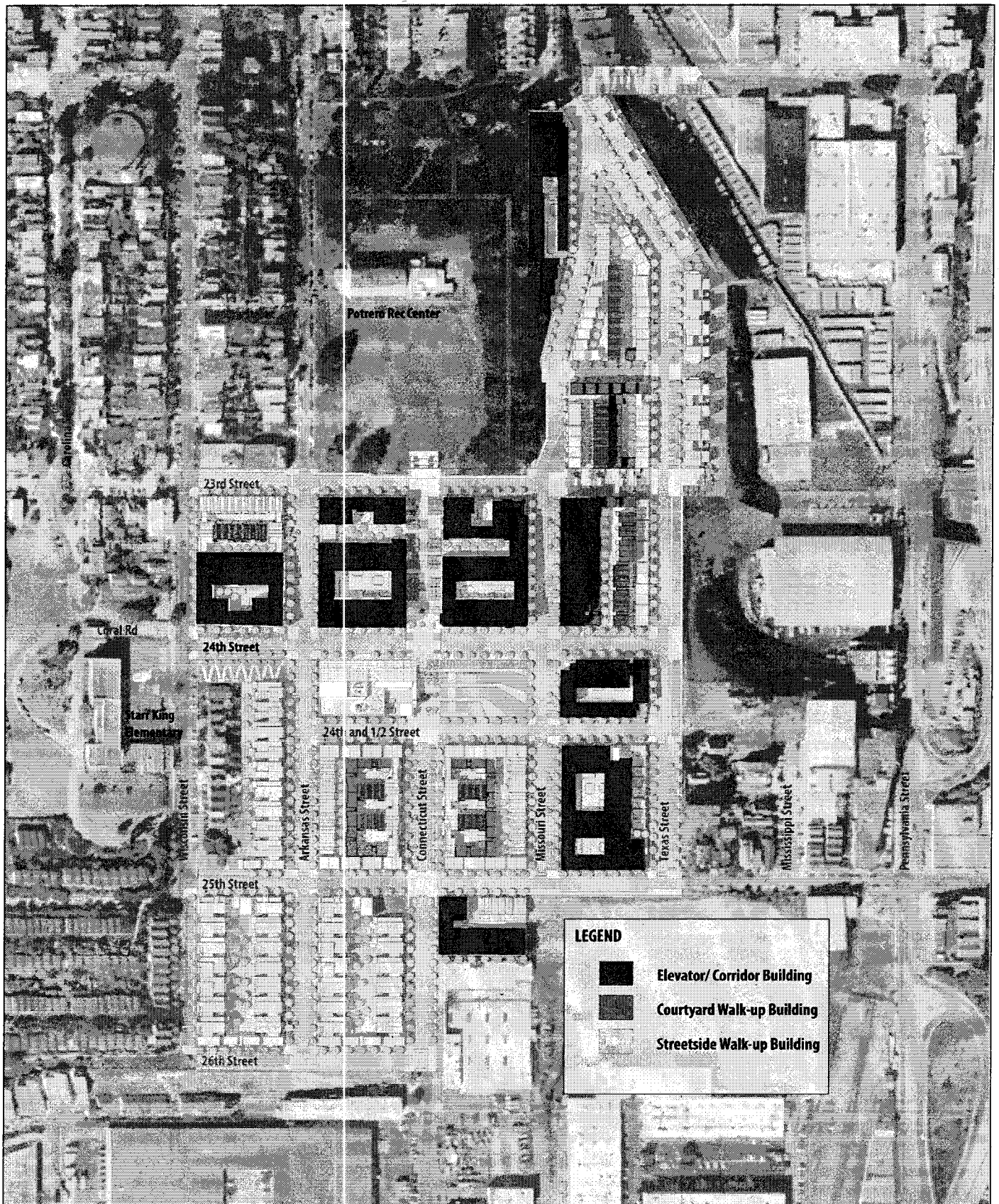
SOURCE: Van Meter Williams Pollack LLP., 2010.

POTRERO HOPE SF MASTER PLAN
FIGURE 2: PROPOSED SITE PLAN



SOURCE: Van Meter Williams Pollack LLP., 2010.

POTRERO HOPE SF MASTER PLAN
FIGURE 3: PROPOSED LAND USE PLAN



SOURCE: Van Meter Williams Pollack LLP, 2010.

POTRERO HOPE SF MASTER PLAN
FIGURE 4: PROPOSED BUILDING TYPES

Residential buildings would consist of townhomes, town homes over flats, and stacked flats. Townhomes would range from two to three stories and would be attached to horizontally or vertically adjoining units with a common exterior wall. Townhomes would be two to four bedrooms. Flats are, by definition, single-story units. Flats would generally be stacked vertically with other flats or townhomes. Flats would be one to four bedrooms.

The proposed project would include buildings between three to eight stories, and would range in height from 40 feet to 85 feet. The various residential building heights are shown in Figure 5, Proposed Building Heights, p. 10.

Commercial Uses

Up to 30,000 square feet of ground-floor, neighborhood-serving retail or flex space would be developed along 24th Street between Arkansas Street and Missouri Street and at the corner of 25th Street and Connecticut Street. Retail spaces would be located across from the community center as shown in Figure 3, Land Use Plan, p. 7.

Community Facilities and Open Space

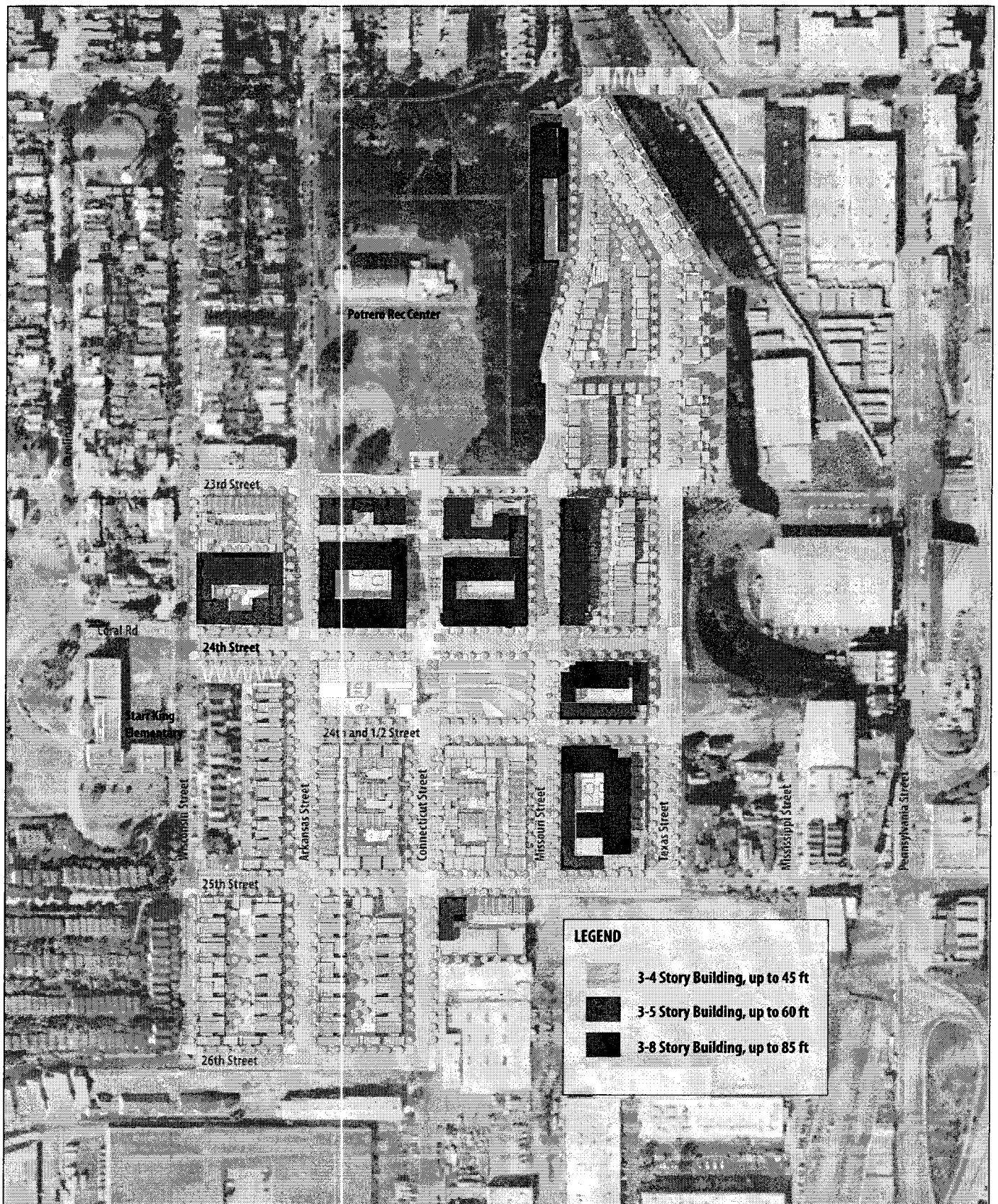
The proposed project would include community facilities and open space throughout the project site. Community facilities would be located on 24th Street between Arkansas Street and Missouri Street and would range from approximately 30,000 to 50,000 square feet in size.

In addition to the community facilities, the proposed project would incorporate private and public open space. Public open space would consist of a large park on 24th Street, a pocket park and overlook area on 25th Street, edible gardens on Texas Street, a pocket park at the confluence of Missouri Street and Texas Street, and a Texas Street overlook park. Public and private open spaces would total approximately seven acres. Private open space would be included with residential buildings as required under the *Planning Code*. Figure 3, Land Use Plan, p. 7, shows the locations of the proposed community facilities and open space.

Parking and Circulation

The proposed project would include approximately 850 off-street covered parking spaces. The proposed project would also provide approximately 600 on-street parking spaces. Most off-street parking would be in structured garages with a few units built over private garages.

The proposed project would incorporate existing and reconfigured roadways on the project site. Wisconsin Street, 23rd Street, 25th Street, and 26th Street would remain in their current alignment. Texas Street and Missouri Street would be extended and connect at the northern border of the project site. Arkansas Street would be extended from 23rd Street south to 26th Street. Instead of traveling northwest-southeast, Connecticut Street would be realigned to travel north-south and would terminate at 24½ Street. From there, a pedestrian path and open space would be provided as an extension north and



SOURCE: Van Meter Williams Pollack LLP., 2010.

POTRERO HOPE SF MASTER PLAN
FIGURE 5: PROPOSED BUILDING HEIGHTS

connect to the Potrero Hill Recreation Center. Two new streets are proposed for an east-west alignment: a 24th Street extension and 24½ Street. The 24th Street extension would travel east-west from Wisconsin Street to Texas Street. From Arkansas Street to Texas Street, 24½ Street would be south of 24th Street. Dakota Street, Turner Terrace, and Watchman Way would be eliminated. Figure 2, Site Plan, p. 6, shows the proposed roadway system.

Muni currently operates bus lines 10 Townsend, 19 Polk, and 48 Quintara-24th Street within the project vicinity. Several new transit stops are proposed within the project site on the reconfigured street system.

Infrastructure

The project would upgrade and resize water, wastewater, drainage, gas and electric, and other utility infrastructure, within the site as necessary.

Project Phasing

Development is contemplated to occur in three phases to minimize disruption to existing residents. Phase 1 would likely consist of the vicinity south of 25th Street in the Terrace portion of the project site. Phase 2 would likely consist of the area between 23rd Street and 25th Street, or the remaining portions of the Terrace site. Phase 3 would likely consist of development of the entire Annex site. This phasing is preliminary and subject to change. Where possible, the project would accommodate on-site relocation of existing residents. Qualified residents would be able to move into the new apartments as they become available.

E. APPROVALS REQUIRED

The proposed project would require a number of approvals and permits:

- Planning Commission certification of the Final EIR and adoption of CEQA Findings and adoption of a Mitigation Monitoring and Reporting Program;
- Planning Commission Conditional Use Approval for a Planned Unit Development (PUD), pursuant to *Planning Code* Sections 303 and 304;
- Planning Commission approval of a Design for Development document;
- Planning Commission and Board of Supervisors approval of *Planning Code* Height and Bulk District Amendment, pursuant to *Planning Code* Section 302;
- Planning Commission and Board of Supervisors approval of a Special Use District (SUD);
- Development Agreement approved by Board of Supervisors with recommendation from Planning Commission;
- Housing Authority Development and Disposition Agreement;
- Department of Housing and Urban Development Disposition and Demolition Approval;
- Department of Public Works (DPW) Subdivision Map and Condominium Map Approvals;
- DPW approval for changes in or vacations of public rights-of-way;

- DPW permits for tree removal and replacement;
- Department of Building Inspection (DBI) Demolition Permits;
- DBI Grading Permits; and
- DBI Site Permit and Permit Addenda, including foundation, construction and landscaping work.

POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. As required by CEQA, the EIR will examine those effects, identify mitigation measures, and analyze whether proposed mitigation measures would reduce the environmental effects to a less than significant level. The EIR will analyze the environmental issues listed below. The EIR will also present an alternatives analysis that may reduce or eliminate one of more potential impacts of the proposed project.

- Land Use
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology, Soils, and Mineral Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Agriculture and Forest Resources

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

The purpose of this Environmental Impact Report (EIR) is to provide information about potentially significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of a Notice of Preparation does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held at the following time and location:

Monday, November 22, 2010
Potrero Hill Neighborhood House
953 De Haro Street
San Francisco, CA 94107
6:00 p.m.

The purpose of this meeting is to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. Each member of the public will be given three (3) minutes to comment and offer testimony for consideration. Written comments will also be accepted at this meeting and until the close of business on **December 10, 2010**. Written comments should be sent to Bill Wycko, Environmental Review Officer, Potrero Hope SF Master Plan EIR, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

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

November 8, 2010
Date

Bill Wycko
Bill Wycko
Environmental Review Officer

Appendix 1B NOP Comments

December 8, 2010

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

To Whom It May Concern:

I am writing in regards to the EIR public scoping process that is currently underway for the redevelopment of the public housing on Potrero Hill called "Rebuild Potrero." I currently live on the corner of 25th and Wisconsin at 1998 25th Street which is directly across from the Potrero Terrace residences. My main concerns are open space, the preservation of mature trees, true integration of affordable and market rate housing, preserving the vistas for all neighborhood residents and the overall aesthetics of the new redevelopment.

I will go into greater detail under the Environmental Impact Categories laid out by the CEQA process.

AESTHETICS

The proposed redevelopment is completely inconsistent with the community's design when looking at the entire neighborhood of Potrero Hill. Some of my neighbors have made fair statements in saying that the plans favor an urban uniformity out of character with a neighborhood that has developed organically over time.

The heights are out of proportion to a neighborhood that generally has a 40 foot height limit—five to eight story buildings are out of character for this location. In analyzing the proposal, the taller buildings are located between 24th and 23rd Streets and run along Missouri Street in essence creating a wall for the interior buildings to have a view or vista of the bay. As the buildings currently stand, they are terraced and low-lying, allowing for residents of the Terrace and Annex as well as adjoining neighbors to have an amazing view of the San Francisco Bay and the lands across in the East Bay. This is a fantastic resource not only for the people residing here, but for all of San Francisco---anyone has access to this sweeping vista. I would like to see a great effort made to preserve accessible views for all San Franciscans, not only for the people that will be able to afford the market rate homes that are being proposed for development.

Additionally, the removal of mature trees and the reduction of open space will greatly impact the aesthetics of the site. Although I reasonably understand that these will not be able to be completely preserved, I do think it is a concern that needs to be addressed when looking at the overall impacts in the EIR.

AIR QUALITY

The Potrero Terrace and Annex site is directly affected by the pollution from the highways that surround the Hill and by the power plant that is still in operation directly east of the site. Public health

concerns directly related to this are asthma and other upper respiratory ailments. There is a direct correlation between better air quality and the amount of trees in a neighborhood. Trees are a fantastic resource for cleaning the air. I am an ISA Certified Arborist and have experience working as an employee of the City of New York. As an employee, I worked with the Trees for Public Health Initiative where neighborhoods with high asthma rates were targeted for mass tree plantings. The more mature a tree is, the more pollutants it can absorb. According to the Center for Urban Forest Research, Pacific Southwest Research Station, 100 trees remove about 1000 pounds of pollutants per year. Therefore, I believe it needs to be looked at to preserve as many healthy, mature trees as is possible from a public health standpoint.

BIOLOGICAL RESOURCES

There is a large amount of open space currently on the Potrero Terrace and Annex site--although it has been stated in Bridge Housing materials as having zero amount of useable open space, I beg to differ greatly to their information as stated. It is used to a large degree by the human population that resides there, but there is also a wildlife movement corridor that is apparent to many of us in the neighborhood. The wildlife that many of us see throughout the neighborhood include possums, skunks, raccoons, red-tailed hawks, hummingbirds, etc. None of these are endangered species, but they are wildlife nonetheless and could potentially be an indicator of other species that move throughout this corridor. I do believe that it is pertinent to monitor the site for any species within the City of San Francisco that are rare, endangered or threatened.

In my research for this letter, I obtained information about plant species from the Starr King Open space Board President. Apparently, past board members have collected from a site on Texas Street to obtain native plant seeds for propagation at the Open space site across from Starr King Elementary School. I was given a list of approximately 25 species of plants and I looked them up in the USDA plants database to see if any are endangered or threatened species. I came across two species that showed potential status. They are *crassula connata* and *dichelostemma capitatum*. I am no expert and therefore do not know how to go further with research, however it may be something to monitor for as well. The buildings that currently stand were, I believe, the first structures to be built on the site, which means that there could potentially be native plant species and other unknowns to be discovered on this site. I believe it stands in the best interest of San Francisco's natural heritage to do an extensive seasonal monitoring.

GEOLOGY/SOILS (GEOTECHNICAL HAZARDS)

My only concern under this category is in the form of a question: Would the change in gradation or development of the site create instability for existing homes in the case of an earthquake?

HAZARDS AND HAZARDOUS MATERIALS

The Potrero Terrace and Annex site is located on serpentine rock, which has naturally occurring asbestos in it. My main concern is the dust that will be formed during the construction. I live right across from the site of the proposed Phase I portion of the redevelopment and I would like to have it made very clear to me how the asbestos dust will be mitigated from polluting the surrounding area. I do not want to be a guinea pig for Phases II and III—excuse my blunt statement, but I want to make it very clear how important this is to me.

Additionally, I would like to see in the EIR how all of the lead paint and asbestos in the buildings will

be mitigated from contaminating the site and surrounding area.

LAND USE/PLANNING

My main concern under this category is open space. I have been involved in the focus groups and the community building aspects of what Bridge Housing has offered to the community. Through this process, I have come to the conclusion that the amount of open space they have chosen for the redevelopment was arbitrarily chosen with no regard to what currently exists on-site. I believe they arbitrarily chose the Corona Heights neighborhood near the Castro district to come up with a percentage of land to be used for open space. There should be more open space put into the current design and it should be equally distributed throughout the redevelopment, particularly where vistas will be taken away and towards areas with a lesser degree of access to green spaces.

NOISE

What will be done to mitigate the noise levels in the neighborhood during construction? With increased density, this part of the Hill will have increased noise levels from people and traffic. How will that be mitigated in the long-term?

POPULATION/HOUSING

My main concern under this category is the true integration of the mixed-income development. When the term “mixed-income” is used, my assumption is that the various socioeconomic classes will be mixed. I do not want to see a greater divide of the socioeconomic classes on Potrero Hill. The Potrero Terrace and Annex is currently land owned by the public and should be equally distributed and very carefully thought through as to how the affordable and market rate homes will be spread out. Although I understand that the market rate homes need to be in desirable locations (ie with views), I also believe that the current population should not be stripped of their rights to have access to the views or other desirable features either.

Also, open space can be discussed under this category as well. As an arborist, I have attended conferences that have addressed current research that prove green space is beneficial to low-income communities and to children. I present a few facts from journal articles that came from a presentation by Desiree Backman, Deputy Director of the Sacramento Tree Foundation in February, 2009:

People living in buildings with trees and greenery immediately outside....

- Greater effectiveness and less procrastination in dealing with major life issues.
- Problems perceived as less difficult and of shorter duration.
(Kuo, Environment and Behavior, 2001)
- Committed fewer aggressive and violent acts against their partners.
(Kuo and Sullivan, Environment and Behavior, 2001)
- Knew neighbors better and socialized with them more often.
- Stronger feelings of community.
- Felt safer and better adjusted.
(Kuo et al., American Journal of Community Psychology, 1998)

Additionally, she addressed the affect on children and students:

- Playing in natural settings reduced ADHD symptoms more than other play settings. (Kuo and Taylor, American Journal of Public Health, 2004)
- College students with more natural views from their dorm window had better levels of attention. (Tennessen and Cimprich, Journal of Environmental Psychology, 1995)
- Apartment dwellers with views of nature reported better concentration. (Kaplan, Environment and Behavior, 2001)
- Children with more nature in the home environment recover from stress faster. (Wells and Evans, Environment and Behavior, 2003)

Low-income communities no doubt encounter many stresses and I believe that those stresses will only be intensified with increased density as is proposed in the current redevelopment plans. I believe it is in the best interest of the current residents, neighbors, future residents and the greater community of San Francisco to take into great consideration the social implications, as well as environmental, in the overall design of the redevelopment.

SUMMARY

In summary, I believe that my concerns for the redevelopment go hand-in-hand. The building heights should be brought down, the density decreased from what is proposed, healthy and mature trees should be considered for preservation and a greater amount of open space should be included in the proposed plans. All of these would be beneficial to the surrounding neighborhood, greater Potrero Hill and all of San Francisco—environmentally, socially and in the promotion of common unity or community.

I greatly appreciate the opportunity to express my view and concerns on the proposed redevelopment and look forward to working with you as this process continues. Thank you for your time and attention.

Sincerely,

Betsy Davis

1998 25th Street
San Francisco, CA 94107
libertad4@hotmail.com
718-908-0946

12/09/10

To: Bill Wycko

Fax: 558. 6409

Beth Brown
1254 De Haro Street
San Francisco, CA 94107

December 09, 2010

Bill Wycko , SF Planning Dept , 1650 Mission St, Suite 400 , SF, CA 94103

RE: Re-development of the Potrero Hill Projects

Dear Mr. Wycko:


I am writing to express my concerns regarding the redevelopment of the public housing complexes at the top of Potrero Hill. As a neighbor to these public housing developments I enthusiastically support a re-build of them. They are a blight on Potrero Hill, not to mention how the threat of crime prevents any of us from walking through or near these developments. I am regularly embarrassed when visitors come to the neighborhood and drive by these tenements as they shed a negative light on the neighborhood and San Francisco as a whole. Recently, there was a triple shooting on Halloween where a 3 year old was hit!!!

I support a mixed use and/or mix income development. But I hear that the proposal suggestions 1700 new units – over double what is currently there now. It is too much housing for the area! I am especially concerned that plans do not account for enough vehicles. Most people in Potrero Hill have cars, including lower income people. It has long been an attractive area for people who commute to the South Bay due the neighborhood's easy access to freeways. In addition, given the hilly terrain of Potrero Hill, it is not feasible for many people to survive without a car. You can't bike up the hill and walking is only for a select few. My neighbors have multiple vehicles per property. Over the last 15 years the numbers (and size of vehicles) has increased so much that we now have 1 hour parking limits and DPT regularly tickets the streets around my home. Traffic has also increased due to the many new developments and long term construction projects.

Potero Hill has tolerated over the last 10 years a great deal of high density housing being built, in addition to TWO new hospitals with competing helipads. It is time to re-think Potrero Hill as the only place to build high density projects. Without adequate reliable and speedy public transportation you are naïve to downplay the importance of car ownership on the hill. I don't want the neighborhood that I have lived in to be ruined beyond repair with a poorly thought out housing plan.

I support a re-build of the housing projects but I do **not** support a plan that gives us more high density housing without anything in return and I certainly cannot support a plant that does not have a reasonable and realistic vehicle per household plan.

Sincerely,


Beth Brown
Home owner
1254 De Haro Street 94107

1. How many units of Public Housing are in the entire City? How many units are in each project?
2. How does the 606 units and 1200 people Potrero Hill has compare with the other projects?
3. Housing projects should only be considered a temporary assist to help a family become successful and move on.
4. Houses should be built where jobs are. Building these houses by Cesar Chavez is a good idea.
5. Have you considered using a program called Sweat Equity?
6. All units should have private separate, ground floor entrances. Height limit should be 40 feet as on Potrero Hill. 249 trees are enough they make it dark and dangerous. Who is going to trim the trees and clean up the leaves they drop?
7. Before building any streets or stairways, the City should take care of its own and build stairs on 19th Street between Rhode Island and De Haro Streets. This area has been waiting since 1956 when the City set aside an 18foot wide strip for stairs down the center of 19th Street.
8. When housing was first built tenants were to reflect the composition of the neighborhood, that is still a good idea.
9. What incentives are you offering for tenants to improve their life style and move out of the projects? Have you considered schools to develop skills towards jobs
10. It is a good idea to integrate everything but how are you going to do it? Who is going to be the watch dog?

If we must have our share of Public Housing, let's make it the best.

Babette Drefke
701 Kansas Street
San Francisco 94107
415 282 5919

project site is bounded by a local roadway network consisting of Wisconsin Street to the west, Texas Street to the east, 25th Street and 26th Street to the south, and 23rd Street and Missouri Street to the north. Connecticut Street and Dakota Street run northwest-southeast, bisecting the Terrace parcel. The Annex parcel includes two cul-de-sac(s), Turner Terrace and Watchman Way that extend east from Missouri Street.

D. PROJECT CHARACTERISTICS

As stated, the proposed project would demolish 606 public housing units and replace them one-for-one, and develop additional housing for a total up to 1,700 new units on the project site. Construction of the development would occur in phases and, where possible, on-site relocation would take place to minimize disruption to existing residents. Figure 2, p. 6, shows the proposed site plan.

Residential Uses

The proposed project would develop approximately up to 1,700 residential units. The final number of units is dependent on the unit mix. As shown in Table 2, the proposed project would construct up to 100 affordable senior units, up to 900 affordable units (including 606 replacement public housing units), and up to 700 mixed-income units. The building types and available parking options are summarized in Table 2, below. Figure 3, Land Use Plan, p. 7, depicts the types of buildings and number of units that are proposed. Figure 4, Proposed Building Types, p. 8, illustrates the general categories for the proposed buildings.

TABLE 2
PROJECT SUMMARY TABLE

	Total
Affordable Senior Units	up to 100
Affordable Family Units	up to 900
Mixed-Income Units	up to 700
TOTAL HOUSING UNITS	up to 1,700
Off-Street Parking Spaces	850
On-Street Parking Spaces	600
Retail/Flex Space	up to 30,000 sq ft
Community	up to 50,000 sq ft
Open Space ¹	approximately 7 acres

Source: BRIDGE Housing, 2010.

Notes:

- ¹ Includes parks, plazas, stairs, hillsides, shared courtyards, and private yards.
-

Novel sweat-equity project to produce low-cost housing

By Susan Warfel
Hearst News Service

A cook, a secretary, a letter carrier and a butcher will be among those replacing many of the usual construction contractors at an unusual housing project slated for Santa Ana.

It's called a "sweat equity" or "owner-builder" program and it allows lower and middle-income families who can't scrape up enough money for a home to use their own labor as a downpayment. And, along with subsidies, it pulls down the total price of the home — to \$64,000 from an estimated value of more than \$100,000.

"Maybe one or two of the families might be able to buy something else, but I guarantee they wouldn't be able to buy the same units we're building," said Pete Major, executive director of the Civic Center Barrio Housing Corp.

The Santa Ana project, located on the site of a former lumber yard at Third and Raitt streets, is comprised of 20 town homes. It is the first formal sweat equity program in Southern California and one of the first in the nation to apply the concept to a planned, multi-family development, rather than single-family detached homes.

Major said 75 families originally applied to purchase the units and the corporation is in the process of selecting the 20 buyers from a list of 25 finalists. While the neighborhood is old and scarred by graffiti and the labor will be long and difficult, the applicants are eagerly awaiting final notification so they can begin work.

"I've been dreaming for it (to happen)," said Doan Do of Huntington Beach. "I wish and I hope we'll be one of the final applicants."

Do, 32, who came to the U.S. 5½ years ago from Vietnam, works full-time as an electronic technician in Fountain Valley. Like every family selected to buy a unit, the Do family will have to provide 40 hours of labor each week for the eight to 10 months it takes to build the

homes.

Do said he will work on weekends and his wife, Nhungai, 25, will do some of the work, but their children — ages 5, 3 and 1 — are too young to help.

"We'll do whatever we can to get a home," he said. "At least my children will have a place to live."

"You're talking about full-time work at the shop and then coming home and working another full-time job. But with my wife and myself working, I don't think that will be a problem. Plus, I have a brother who can pitch in."

Do, who earns slightly more than \$2,000 a month, said he has shopped for homes before but could not find anything he could afford. "I found that the prices were sky-high and the interest rates were off the wall," he said.

Two non-profit corporations, Civic Center Barrio Housing and the Neighborhood Reinvestment Corp., are co-sponsors of the project. Civic Center Barrio Housing was formed in 1977 with \$1.2 million awarded in a lawsuit to a group of poor families who had been displaced by redevelopment; the corporation's aim is to provide affordable housing in Santa Ana for moderate-income families. The Neighborhood Reinvestment Corp. is a federally funded organization that has provided grants to 12 sweat equity projects nationwide.

Ken Nunn, a program manager for Neighborhood Reinvestment in Oakland, said the concept of owner-builder housing is not new in rural areas, where the corporation for some time has sponsored families building their own homes. Now, he said, "We hope we can prove that in urban areas this concept has practical applications."

Because the project financing is being provided through county mortgage revenue bonds, all purchasers must be first-time home buyers, Major said. He said preference also was given to families with children and to people who live or work in Santa Ana.

Each family will pay \$3,000 up front as "good will," which will be applied to closing costs. Most of the buyers earn \$22,000 to \$28,000 a year, he said. A few are displaced barrio families, for whom Civic Center Barrio Housing is providing grants to bring down their mortgage balances.

Les D. Mazer, a partner in The McMahon Partnership, the project designer, estimated each of the three-bedroom homes — which will encompass 1,250 to 1,320 square feet — will be worth more than \$100,000 when completed. But because of subsidies and the buyers' participation, buyers will pay only \$64,000.

He said the buyers "will be doing things like framing; applying insulation, drywall, trim and finished carpentry; painting and landscaping."

"In earlier (sweat equity) projects, housewives have tended to donate a lot of work because they have more time. They find the housewives are very good at some of the detail work — painting, finishing cabinets and even landscaping."

"But electrical work and plumbing must still be done by contractors, as will pouring of floor slabs."

Major said a building on the site will be moved in about two weeks and the families should start work on the project in early July. They are expected to provide 50 to 60 percent of the total labor.

A construction manager and two construction supervisors will be on hand to train the buyer-builders and make sure the work is done right, Major continued. He said the project will also have more inspections than conventional developments.

Major said the families must agree in writing to put in

Freddie Mac adjusting to adjustable loans

The Federal Home Mortgage Corp. (Freddie Mac) and Tigor Investment Securities Co. (TISC) have agreed to make more than \$247 million available for adjustable-rate mortgages (ARMs) for homebuyers.

Kenneth J. Thygeson, president and chief executive officer of Freddie Mac, said, "This joint effort demonstrates our commitment to provide homebuyers options for home financing. We are providing a program which we believe will translate into more homebuyer confidence and that financing will be available to meet the diverse needs of borrowers."

Under the agreement, Freddie Mac will purchase eligible ARMs on which the interest rate changes every fifth year based on the weekly average yield on U.S. Treasury securities. The program also offers buydown features. There will be no negative amortization and only whole loans will be purchased, the corporation said.

Sellers will reserve commitments for Freddie Mac funds through TISC under two commitment programs, according to Thygeson. Under the first, Freddie Mac will limit the increase of the Treasury Index to no more than 1.5 percent when the seller converts the commitment. Sellers will pay a 2 percent commitment fee for this option.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

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NOV 30 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

Notice of Preparation

November 10, 2010

To: Reviewing Agencies

Re: Potrero HOPE SF Master Plan
SCH# 2010112029

Attached for your review and comment is the Notice of Preparation (NOP) for the Potrero HOPE SF Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Nannie Turrel
City and County of San Francisco
1650 Mission Street
San Francisco, CA 94103-2479

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010112029
Project Title Potrero HOPE SF Master Plan
Lead Agency San Francisco, City and County of

Type **NOP** Notice of Preparation

Description Located on the southeastern edge of San Francisco's Potrero Hill neighborhood and built in 1941 and 1955, the Potrero site is comprised of two of the oldest public housing developments in San Francisco, Potrero Terrace and Potrero Annex. Together, these public housing developments contain 606 housing units and house a population of ~1,200 people. The proposed project would replace all 606 existing housing units; incorporate additional affordable housing and market-rate homes into the community; and add amenities such as open space, retail opportunities, and neighborhood services. Including the 606 public housing units, the proposed project would build up to 1,700 homes. Development would occur in phases to minimize disruption to existing residents.

Lead Agency Contact

Name Nannie Turrel
Agency City and County of San Francisco
Phone (415) 575-9047 **Fax** (415) 558-6409
email Nannie.Turrell@sfgov.org
Address 1650 Mission Street
City San Francisco **State** CA **Zip** 94103-2479

Project Location

County San Francisco
City San Francisco
Region
Cross Streets 1095 Connecticut Street & 25th Street
Lat / Long 37° 45' 15.96" N / 122° 4' 02.36" W
Parcel No. 004,004A, 4220A, 4222A, 4285B, 42...

Township	Range	Section	Base
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Proximity to:

Highways I-280, I-80, U.S. 101
Airports
Railways
Waterways
Schools Starr King ES
Land Use RM-2; Height/Bulk-40x; Public Housing

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Department of Housing and Community Development; Caltrans, District 4; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 11/10/2010 **Start of Review** 11/10/2010 **End of Review** 12/09/2010

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
Mike Sotelo
- ☐ California Coastal Commission
Elizabeth A. Fuchs
- ☐ Colorado River Board
Gerald R. Zimmerman
- ☐ Dept. of Conservation
Rebecca Salazar
- ☐ California Energy Commission
Eric Knight
- ☐ Cal Fire
Allen Robertson
- ☐ Central Valley Flood Protection Board
James Hirota
- ☒ Office of Historic Preservation
Wayne Donaldson
- ☒ Dept. of Parks & Recreation
Environmental Stewardship Section
- ☒ California Department of Resources, Recycling & Recovery
Sue O'Leary
- ☒ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- ☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

- ☐ Depart. of Fish & Game
Scott Flinn
Environmental Services Division
- ☐ Fish & Game Region 1
Donald Koch

- ☐ Fish & Game Region 1E
Laurie Harnsberger
- ☐ Fish & Game Region 2
Jeff Drongesen
- ☒ Fish & Game Region 3
Charles Armor
- ☐ Fish & Game Region 4
Julie Vance
- ☐ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- ☐ Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M
Brad Henderson
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- ☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- ☐ Depart. of General Services
Public School Construction
- ☐ Dept. of General Services
Anna Garbeff
Environmental Services Section
- ☐ Dept. of Public Health
Bridgette Binning
Dept. of Health/Drinking Water

IndependentCommissions, Boards

- ☐ Delta Protection Commission
Linda Flack
- ☐ Cal EMA (Emergency Management Agency)
Dennis Castrillo
- ☐ Governor's Office of Planning & Research
State Clearinghouse

- ☒ Native American Heritage Comm.
Debbie Treadway
- ☐ Public Utilities Commission
Leo Wong
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☐ State Lands Commission
Marina Brand
- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- ☐ Caltrans - Division of Aeronautics
Sandy Hesnard
- ☐ Caltrans - Planning
Terri Pencovic
- ☐ California Highway Patrol
Scott Loetscher
Office of Special Projects
- ☒ Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcelino Gonzalez
- ☐ Caltrans, District 3
Bruce de Terra
- ☒ Caltrans, District 4
Lisa Carboni
- ☐ Caltrans, District 5
David Murray
- ☐ Caltrans, District 6
Michael Navarro
- ☐ Caltrans, District 7
Elmer Alvarez

- ☐ Caltrans, District 8
Dan Kopulsky
- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Jacob Armstrong
- ☐ Caltrans, District 12
Chris Herre

Cal EPAAir Resources Board

- ☐ Airport Projects
Jim Lerner
- ☒ Transportation Projects
Douglas Ito
- ☐ Industrial Projects
Mike Tollstrup

- ☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

- ☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

- ☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

- ☒ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☒ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☐ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)

☐ Other _____

Last Updated on 03/24/10

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

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DEC 09 2010



*Flex your power!
Be energy efficient!*

December 7, 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

SF280142
SF-280-R5.671
SCH#2010112029

Ms. Nannie Turrel
City and County of San Francisco
Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Turrel:

Potrero HOPE SF Master Plan – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Potrero HOPE SF Master Plan. The following comments are based on the Notice of Preparation. As lead agency, the City and County of San Francisco is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits.

Community Planning

In order to reduce the project's contribution to traffic congestion on the surrounding highways and arterials, the Department recommends the lead agency take steps to reduce automobile use. Parking management is a key tool in reducing automobile use, which can come in the form of permitted and metered parking or by reducing the aggregate number of spots. It is also important to provide alternatives such as ample bike infrastructure with well lit and secure transit stops.

Access to Transit

In 2009, the San Francisco Municipal Transportation Agency reduced bus service to the area by discontinuing the 53 line. This disproportionately affects the residents of the area with mobility issues who must travel farther to access bus lines, over sometimes hilly terrain. Furthermore, a lack of adequate transit service will likely cause an increase in automobile usage which leads to more congestion and impacts air quality. The Department recommends the City and the County of San Francisco Planning Department coordinate with the San Francisco Municipal Transportation Agency to increase transit services to accommodate the future increase in residential density within the area.

Traffic Impact Study

The environmental document should include an analysis of the impacts of the proposed project on State highway facilities in the vicinity of the project site. Please ensure that a Traffic Impact Study (TIS) is prepared providing the information detailed below:

1. Information on the plan's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed. The study should clearly show the percentage of project trips assigned to State facilities.
2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.
3. Schematic illustration and level of service (LOS) analysis for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
5. The procedures contained in the 2000 update of the Highway Capacity Manual should be used as a guide for the analysis. We also recommend using the Department's "*Guide for the Preparation of Traffic Impact Studies*"; it is available on the following web site:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
6. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

Please consider developing and applying pedestrian, bicycling and transit performance or level/quality of service measures and modeling pedestrian, bicycle and transit trips that your project will generate. Mitigation measures resulting from the analysis could improve pedestrian and bicycle access to transit facilities, thereby reducing traffic impacts on state highways.

In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Describe any pedestrian and bicycle mitigation measures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

We encourage the City and County of San Francisco to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Department's "*Guide for the Preparation of Traffic Impact Studies*" at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Ms. Nannie Turrel/City of San Francisco
December 7, 2010
Page 3

We look forward to reviewing the TIS, including Technical Appendices, and environmental document for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Yatman Kwan, Mail Stop #10D.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Carboni". The signature is fluid and cursive, with the first name "Lisa" and last name "Carboni" clearly distinguishable.

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

SS8-6409

Beth Brown
1254 De Haro Street
San Francisco, CA 94107

December 09, 2010

Bill Wycko , SF Planning Dept , 1650 Mission St, Suite 400 , SF, CA 94103

RE: Re-development of the Potrero Hill Projects

Dear Mr. Wycko:

I am writing to express my concerns regarding the redevelopment of the public housing complexes at the top of Potrero Hill. As a neighbor to these public housing developments I enthusiastically support a re-build of them. They are a blight on Potrero Hill, not to mention how the threat of crime prevents any of us from walking through or near these developments. I am regularly embarrassed when visitors come to the neighborhood and drive by these tenements as they shed a negative light on the neighborhood and San Francisco as a whole. Recently, there was a triple shooting on Halloween where a 3 year old was hit!!!

I support a mixed use and/or mix income development. But I hear that the proposal suggestions 1700 new units – over double what is currently there now. It is too much housing for the area! I am especially concerned that plans do not account for enough vehicles. Most people in Potrero Hill have cars, including lower income people. It has long been an attractive area for people who commute to the South Bay due the neighborhood's easy access to freeways. In addition, given the hilly terrain of Potrero Hill, it is not feasible for many people to survive without a car. You can't bike up the hill and walking is only for a select few. My neighbors have multiple vehicles per property. Over the last 15 years the numbers (and size of vehicles) has increased so much that we now have 1 hour parking limits and DPT regularly tickets the streets around my home. Traffic has also increased due to the many new developments and long term construction projects.

Potero Hill has tolerated over the last 10 years a great deal of high density housing being built, in addition to TWO new hospitals with competing helipads. It is time to re-think Potrero Hill as the only place to build high density projects. Without adequate reliable and speedy public transportation you are naïve to downplay the importance of car ownership on the hill. I don't want the neighborhood that I have lived in to be ruined beyond repair with a poorly thought out housing plan.

I support a re-build of the housing projects but I do **not** support a plan that gives us more high density housing without anything in return and I certainly cannot support a plant that does not have a reasonable and realistic vehicle per household plan.

Sincerely,



Beth Brown
Home owner
1254 De Haro Street 94107

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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DEC 13 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

December 10, 2010

To Whom It May Concern:

As a neighbor and active community member living in Parkview Heights on the south side of Potrero Hill, I am writing to identify important aspects of the RebuildPotrero project that I believe must be addressed in the Environmental Impact Report.

Air Quality

Potrero Hill has one of the highest rates of pollution in San Francisco, resulting in a high rate of asthma and other breathing difficulties for local children and seniors. Taking away the over 20 old growth trees in the proposed development site would significantly impact the existing problem as these mature trees are much better at absorbing air-borne pollutants than the numerous saplings proposed in the existing design. I believe it's vitally important for the proposed project to mitigate this impact by preserving as many of these mature trees as possible.

Biological Resources

When implementing the plan please try to mitigate the negative impacts on existing wildlife and trees.

Land Use/Planning

The proposed plan involves increasing the density of the area from 606 housing units to 1700 housing units with a minimal amount of space designed for a retail corridor. The amenities on the southern side of Potrero Hill are scarce at present and I strongly believe that, if the developers plan on attracting middle and upper middle class homeowners to the area, as well as increasing the quality of life for the current residents of the public housing, they should design the area to include an accessible produce/grocery market and a café coffee shop that could serve as a neighborhood hub (as Farley's café does for the north side of Potrero).

Population/Housing

An issue that comes up again and again in neighborhood meetings is the increase in density for the proposed redevelopment. The current Master Plan as proposed by Bridge Housing does not provide a truly integrated community of mixed income and public housing for the existing space as their plan is to shift most of the current 606 public housing units that are currently spread over the 33

acres of the site into a dense, two block area at the southern most area of the site.

Public Services

The current access to public services on the south side of Potrero Hill is deficient, particularly after the recent MUNI changes. While my neighbors and I recognize that the developer does not have direct control over mass transit decisions, we believe that the developer should understand the special circumstances of this particular neighborhood in the City and not simply opt for the San Francisco-wide acceptable ratio of 0.5 parking spaces per unit. We believe that a more thorough analysis and addressing of the issue of access to public services should be included in the EIR if the developer expects the 0.5 parking spaces per unit to work in this area.

Transportation/Traffic

As mentioned previously, the 0.5 parking spaces per unit may work in the rest of the City, where MUNI and BART are available, but in this area of Potrero Hill, we do not have those luxuries. Additionally, a number of people from outside of the community take advantage of free parking to park in our neighborhood when commuting via Caltrain.

Thank you for your attention.

Sincerely,

Jennifer Serwer

A handwritten signature in black ink, appearing to read "Jennifer Serwer", written in a cursive style.

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

December 7, 2010 – Sent via email in care of Nannie Turrell

REBUILD POTRERO PROJECT

I am writing to express my concerns about the rebuilding of the Potrero Hill projects on the South side of Potrero Hill by the Bridge Housing Corporation.

I have lived at 1465 De Haro Street (between 25th and 26th Streets), in the Parkview Heights complex since 1984. For decades our neighborhood has been plagued by high crime because of our proximity to the existing Potrero Hill projects. For 26 years I have hoped that we would some day have less crime in our part of the city. I unfortunately now anticipate that this rebuild of the projects will result in an increase in home breakins, auto thefts, broken car windows, muggings, purse snatchings, etc. Through the years more and more bars have appeared on the windows of our homes. Not only have we, as residents of Parkview Heights, had to deal with this crime, but guests to our homes have been victims, too. My concerns are as follows:

POPULATION/HOUSING

Increased Density/Lack of Integration

I am very worried about the increased density and location of the Low Income Units in the current plan. When I first heard that the projects were to be rebuilt for a mix of income levels I thought that the 606 existing low income units would be replaced by 202 low income units, 202 low-to-middle income units, and 202 market rate units. I am horrified to find that the 606 low income units will now be expanded to approximately 1000 low income units and that all of those low income units will be concentrated near my home.

The smaller number of "market rate" units in the current plan are as far away from the Parkview Heights complex as possible on the maps that I have seen. Thus, there will now be an even greater concentration of low income units, with the crime that comes with them, in my neighborhood. The most important thing about my living environment is my personal safety, the safety of my car and my home, and the safety of my guests and their vehicles. The increased number of low income units, clumped together at the South side of the rebuild will only cause crime to worsen.

Why is there no integration of the "market rate" units and the low income units in the current plan? Why cannot residents in the different economic brackets be evenly distributed and intermingled throughout the rebuild so that I could have a few middle income residents living near me? Why are all of the "market rate" units clumped together toward the more prestigious Northern part of Potrero Hill and all of the low income units clustered together on the already blighted Southern part of the Hill?

TRAFFIC/PARKING

I am also concerned that parking in our neighborhood, which is already tight, will become even worse with a near tripling of the total number of units in the rebuild.

AESTHETICS

I am concerned about the much taller buildings that are planned for the Northern end of the rebuild. They are not at all in keeping with the current height of the dwellings on Potrero Hill and will be very discordant with the surrounding neighborhood.

In summation, I would appreciate a complete rethinking of the current plan with:

- 1. a reduction in the overall number of new units planned**
- 2. no more than 606 low income units in the new plan**
- 3. true integration of the various income levels throughout all geographic sections of the rebuild**
- 4. more parking places**
- 5. no buildings higher than the height of existing dwellings in the surrounding neighborhood**

Thank you for considering these points.

Sincerely

Paul D Colfer

November 26, 2010

RECEIVED

NOV 30 2010

San Francisco Planning Department
1650 Mission St. #400
San Francisco, CA 94103

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Attention: Bill Wycko, Environmental Review Officer

Subject: Potrero HOPE SF Master Plan EIR
(Case No. 2010.0515E)

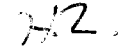
Dear Mr. Wycko:

The scope of the project is indeed large and many aspects of it are thoughtful especially the landscaping. However, the proposed buildings along 23rd Street between Arkansas & Wisconsin will have a negative impact to the buildings directly across the street. For the buildings currently on 23rd St., the proposed new buildings would block their entire view, much of the sunlight, have a negative visual impact on the community at large, and will bring a lot of vehicular traffic to a narrow street.

We hope the proposed buildings (on 23rd St) can either be removed from the master plan or relocated to an area that is less obtrusive. This will also help to minimize the visual footprint of this large-scale project.

Please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Homer Lee
President, Potrero Nuevo HOA
1812 23rd Street
San Francisco, CA 94107
(415) 282-1862

Marsha Hayes-Walker
959 Wisconsin Street
San Francisco, CA 94107
415-282-2244
marsha@hayeswalker.com

RECEIVED

DEC 07 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

December 6, 2010

Mr. Bill Wycko
City of San Francisco Planning
1650 Mission Street
San Francisco, CA

Dear Mr. Wycko:

My comments on the EIR for the Rebuild Potrero Project are very specific and to the point. I am a member of the 900 Block neighbors safety organization, and we are all interested in the direction this project has taken, and several of us have attended the project meetings. We view it as an improvement and an upgrade, with the exceptions being the items listed below. Although several of my block neighbors share my views, as well as some of the current residents of the public housing project, I write my own thoughts but have asked my neighbors to contact you with their individual comments.

My number one concern and strongest request from the time we were included in this project (after it had its current design) is to reduce the extreme density of 1,700 units planned to 1,200 units. That's almost triple the number of existing units as well as at least double or more the number of residents. We were told that this density equals the density of the surrounding neighborhood, but that doesn't sound right, when we have single family units, dual family units and a "few" (very few) 4 to 6 unit buildings. You will replace one ghetto with another that just looks better at the beginning. The public housing residents don't want that any more than we do, but I notice they don't speak up as much as I do.

Further, the market rate units will not sell if they overlook an area of dense public housing that is approximately 1,200 units. The architectural model (I am an architect and construction manager, so I know what I am seeing) shows a bunch of cracker boxes jammed together for the public housing. In 6 months, they will look trashy if packed so densely, and the grounds will be a mess, just as they are now. Lower density decreases tensions in public housing and gives people greater pride in their dwellings. The Bay Street project is a good example of that coupled with good management by Bridge Housing.

The project staff says that the large number of units is needed to fund the project, but we believe the project can be just as successful at 1200 units and probably more attractive to funding sources because it's a more hospitable environment. Other smaller projects have been built in San Francisco with fewer units and residents. We just don't think this excessive number of units are needed, and I request that they be reduced to 1,200. The project understandably defend strongly their reasons for the total number of units, but I do not share their rationale.

1. I and others support the project and view it as an improvement and upgrade, with some exceptions related to density.
2. I and others believe the proposed density increase from 606 units to approximately 1,700 will overwhelm city services and overload the neighborhood with too many cars and people in a small

Mr. Bill Wycko
December 6, 2010
Page Two

space, despite the changes in street layout. (Project residents have agreed with me on this when I have spoken in previous project meetings.) Such great density is not conducive to creating a pleasant living environment for project residents or the Potrero Hill neighborhood and will create greater social tensions and street congestion. Would YOU want 1700 units starting at the end of YOUR block and surrounding part of YOUR neighborhood? I don't think so.

3. I (we) request that density be reduced to 1,200 units, and the parking increased to provide more adequate parking for a realistic number of cars for 1,200 units instead of .5 car/unit as now proposed. for 1,700 units. The extra cars residents will have will be parked on the grass alongside the trash they dump on the ground in anger for being unable to park their cars.
4. Reducing the number of units to 1,200 will provide more open space throughout the project instead of locating it in a central location as currently proposed.
5. The original plan was to have 1/3 public housing (606 units to replace existing), 1/3 subsidized rental or (we hoped) purchase, and 1/3 market rate. Now we hear that it's 2/3 "rental" and 1/3 market rate units. Purchasers of market rate rental don't want their view to be 1,200 units of public housing, even if it is new. It will age as all things do.
6. Include street planning for 26th Street to prohibit all parking from Wisconsin St. to Vermont St.
7. Include more specific street planning--but not islands--to reduce congestion--in the entire project. Especially plan traffic patterns to avoid creating more congestion on Wisconsin Street.
8. Reduce heights from eight stories through reduction of units.
9. Commit to fixing the Muni route scramble that currently exists, so that bus lines cover the hill better as the 48 and 53 used to do. Focus on distributing traffic around the hill, including helping Wisconsin Street, which is already too much of a thoroughfare with choking diesel dust and bus noise.

I ask that my request be given full consideration and that the total number of units be reduced to 1,200.

Thank you for the opportunity to share my comments with you.

Respectfully submitted,



Marsha Walker

RECEIVED

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

DEC 08 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

December 7, 2010

REBUILD POTRERO PROJECT

I am writing to express my concerns about the rebuilding of the Potrero Hill projects on the South side of Potrero Hill by the Bridge Housing Corporation.

I have lived at 1465 De Haro Street (between 25th and 26th Streets), in the Parkview Heights complex since 1984. For decades our neighborhood has been plagued by high crime because of our proximity to the existing Potrero Hill projects. For 26 years I have hoped that we would some day have less crime in our part of the city. I unfortunately now anticipate that this rebuild of the projects will result in an increase in home breakins, auto thefts, broken car windows, muggings, purse snatchings, etc. Through the years more and more bars have appeared on the windows of our homes. Not only have we, as residents of Parkview Heights, had to deal with this crime, but guests to our homes have been victims, too. My concerns are as follows:

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AESTHETICS

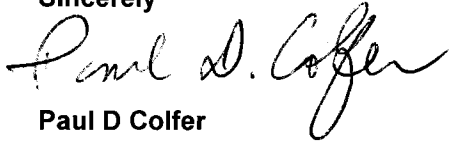
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- 3. true integration of the various income levels throughout all geographic sections of the rebuild**
- 4. more parking places**
- 5. no buildings higher than the height of existing dwellings in the surrounding neighborhood**

Thank you for considering these points.

Sincerely

A handwritten signature in black ink, appearing to read "Paul D. Colfer". The signature is fluid and cursive, with the first name "Paul" being the most prominent part.

Paul D Colfer

Dadi Gudmundsson
27 Blair Terrace
San Francisco, CA 94107

RECEIVED

DEC 08 2010

December 5, 2010

Bill Wycko
Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Dear Bill Wycko:

My name is Dadi Gudmundsson, I'm writing you in response to the invitation of providing input to the creation of an environmental impact report (EIR) for the Potrero Hope SF Program (renovation of the public housing development on Potrero Hill).

I am the homeowner (and resident for the past 10 years) of 27 Blair Terrace. This means I live about half a block from the south-west corner of the public housing on Potrero Hill. In the below I am writing you about two main points:

1. I, and many other homeowners that live close to the public housing on Potrero Hill, support enthusiastically a considerable increase in housing unit density.
2. This project will be done in phases. The choice of which phase to do first will have a significant impact on the adjacent areas. Therefore, I feel that the city should ensure that a very fair and transparent process will be used by the developers to decide which phase will be done first.

Regarding the first point above; I want it to be known that I support fully the plans that have been provided to the community in well organized meetings. I also want to express my enthusiastic support to increasing considerably the density of housing units and/or residents in this area. I think it is fundamental to the success of this project, and future prosperity of this area, that as many as possible housing units beyond the 606 public units be constructed. I write about this because I have attended the planning meetings and I am deeply concerned about a vocal minority of homeowners from Potrero Hill. This vocal minority seems to have an agenda to limit as much as possible any increase in housing unit density. I want it to be known that I, and many other homeowners I am in regular contact with, are fully in support of a considerable increase in housing unit density. Although we may be a more quiet group (than those who oppose a density increase), I want to kindly remind project organizers and reviewers that it does not mean we don't care. Our lack of protest actually means that all us "quiet ones" are comfortable with the housing density numbers that have been shared with us, and that we expect no less than 1,700 homes to be built in addition to the 606 public units.

Regarding the second point, i.e. how the initial phase will be chosen. It is true that there will be some disruption to neighborhood streets that are adjacent to the renovation work. It has, however, become apparent to me that people living in adjacent neighborhoods are not at all concerned about the construction noise etc. They are in fact wanting the areas closest to them to be the first phase. Take for example my neighborhood, Parkview Heights, essentially on the corner of Wisconsin and 26th street. I'll be very blunt by telling you (and the EI reviewers) that our property values will increase on the very day that bulldozers show up to renovate the public housing we live next to. It is, therefore, no secret in our neighborhood that we want the first phase to be the public housing that is adjacent to Parkview Heights. The same holds for the associations of homeowners that are adjacent to other parts of the public housing. I am deeply concerned about how Potrero Hill groups such as the Potrero Hill Boosters (used here only as an example) may try to "pull strings" to have a phase to their liking be the first one (due to how some neighborhood groups tend to be composed of homeowners from specific areas on the hill). I think the city would do the whole project a great favor by outlining to the developers that the phase selection needs to be very fair and transparent. Ideally a random draw (as in a lottery) since we on the Hill see it as a lottery win to have the public housing adjacent to us be renovated. If a lottery is not feasible, I request that the phase decision process be such that Potrero Hill homeowners get a chance to see a proposed phase decision in advance (and the reasons behind it) and that a meeting will then be organized where we get a chance to pose questions on the phase decision and have an impact on what the final "first phase" decision is.

Please do not hesitate to contact me in regards to this matter. Also, I would highly appreciate a brief email that acknowledges receipt of this letter.

Sincerely,

Dadi Gudmundsson, Ph.D.
Homeowner at 27 Blair Terrace
San Francisco, CA 94107
dadi@sensoranalytics.com
Cell phone: 415-244-9376

Copy of letter sent to:
Office of Supervisor Maxwell



G e n t r y D e s i g n

1 1 3 3 W i s c o n s i n S t .
S a n F r a n c i s c o , C A 9 4 1 0 7
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RECEIVED

DEC 08 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

December 7, 2010

REBUILD POTRERO PROJECT

I am writing to express my concerns on the plans for construction at the Potrero Terrace site on the south side of Potrero Hill by Bridge Housing Corporation.

I live at 1133 Wisconsin, immediately adjacent to the development on the west side. Our neighborhood will be one of those impacted most directly.

After studying the plans and reading the available material I am most impressed by the developers intent to maximize the density with little regard to integrate their plans to the existing community.

In order to address my concerns and those of my neighbors, I am using the format suggested by the CEQA format.

AESTHETICS

The plans favor an urban uniformity out of character with a neighborhood that has developed organically over time. The structures are relentlessly regimented and maximized to the limit of the space available.

Grid Layout

The plans dictate replacing a terraced layout with a grid. The height of the planned structures will enclose the existing views, It seems there is no attempt to introduce variety into the plans. With the talent available in architectural design and urban planning the developers seem to have no interest in making an effort to invest in a elegant design.



Old Growth Trees

There is no evidence that there are any plans to preserve old growth trees. As well as creating a pleasant vista, they provide shade for the residents, nesting areas for the many bird species, and a mechanism for cleaning the air. The trees indicated in the plans are set in regular lines with no regard to neighborhood character. They will take years to mature to a degree that would match the benefits to the existing trees.

Lighting

Street lighting will increase the overall level of brightness at night.

AIR QUALITY

The planned building would degrade the air quality in an area already stressed by freeway traffic and an aging power plant by removing the old growth trees and increasing traffic.

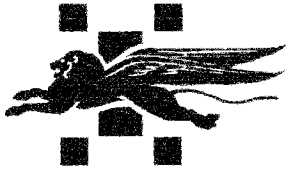
BIOLOGICAL RESOURCES

Green Space

The existing housing has a large expanse of green space. This is one of the few areas in a San Francisco neighborhood that provides free and open movement for animals and children. I understand the need to profit from the investment, but the developers have paid minimum attention to natural space outside of a small park in the middle of a concrete grid.

The south side of Potrero Hill is home to a wide variety of wildlife and bird populations. I see no attempt to provide for corridors to accommodate their movement. The birds will vacate for a lack of old growth trees.

These issues may seem minor, but space that would accommodate the movement of animals would provide breathing space for human residents as well. San Francisco is struggling with the problems of urban density. The developers are introducing that density with little effort towards relieving the claustrophobia with which the rest of the city is struggling.



POPULATION - COMMUNITY

Density

Again, the development maximizes the density and minimizes the quality of living. The plan to increase the population is out of proportion with the rest of the area. Aside from a zone in the center devoted to parks, some retail, and a community building, there is little offered in the way of retail shops, open space, or other areas of interaction.

Community

The Potrero Hill community is a vibrant mix of businesses, churches, schools, and public spaces. It is a living breathing neighborhood. The plans do nothing but make token attempts to create a community.

Even in the densest areas of downtown San Francisco, shops are built in to the ground level of all the structures, allowing for access to services and recreation. With the way the new neighborhood is planned, the residents will have to go outside the neighborhood to obtain most goods and services.

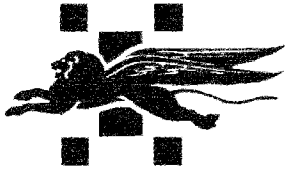
Public Housing

Public housing will be segregated to the southern corner of the development in crowded blocks. The city has been successful in replacing dormitory style public housing with townhouse neighborhoods shown to be effective in building community and reducing crime. No attempt has been made to apply that model in this case.

TRAFFIC - PARKING

The development would introduce an enormous number of cars into the area. Access on the south side of Potrero Hill is limited, with 25th, 26th, Wisconsin, and Connecticut. Streets carrying the burden of traffic outside the neighborhood and to Highways 101 and 280.

And my understanding is that there is insufficient parking for all the residents in the new development. Unless more it is made available within the area, the surrounding streets will be flooded with cars looking for parking.



COMMENTARY

It seems there is an impression that the Public Housing on the South Side of Potrero Hill is a blight that must be eliminated and that any solution will be welcome. I have lived in this neighborhood for over twenty years and my positive experience here has been equal and superior to anywhere I have lived.

It is a community that functions well and integrates with the entire Potrero Hill community. Plans must look to include the living space of the existing residents to maintain a quality of life that will benefit us as well as the tenants and owners in the new community.

Thank you for your attention to this.

Sincerely
David Gentry

RECEIVED

December 1, 2010

DEC 08 2010

Mr. Bill Wycko
San Francisco Planning Dept
1650 Mission St, Suite 400
San Francisco, CA 94103

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Re: Potrero Hill Redevelopment Project

I felt it imperative to voice my concerns and disappointment regarding the current redevelopment plans that were discussed at the last EIR meeting. I know many of my neighbors share my disappointment.

Prior to purchasing my Parkview Heights house in 1995, I was ambivalent about buying in this area because of the existence of low-income houses at my doorstep known to most as "the projects." Therefore, I did a lot of research prior to making this commitment by talking to existing homeowners, the police and the Mayor's Office of Housing. The feedback was discouraging because of crime statistics, people not feeling safe taking a walk in the neighborhood, police crime statistics, and a lack of community atmosphere.

Despite the negative feedback, I decided to buy my house in the hopes that these issues would improve when the "projects" were torn down and re-developed to assure a safer and more integrated community. A law enforcement officer informed me that within 5 years, the projects would be torn down and a more integrated community would be planned. Naively, I had very high hopes for this plan.

It is now 15 years later and after dealing with car theft, burglaries, muggings which clearly increased as a result of the segregation of a cluster of low-income housing (The Projects) on the doorsteps of Parkview Heights, which in itself is a good community. When serious plans for redevelopment began to create a more integrated community, including some small businesses and maybe even a coffee shop to walk to, or small park where a new community could congregate was both exciting and wonderful to look forward to.

My excitement once again turned to disappointment when I learned about the details of the plans for the re-development. I know many share my concerns.

First, the biggest paradox and letdown was learning that there would be a significant increase of low-income houses (1700 vs. 609 homes). I assumed that at least these houses would be integrated and spread out. However, most if not all of them will be rebuilt, once again, right across the street from Parkview Heights and clustered/segregated at the Southern end of Potrero Hill. We do not want this to happen. What happened to the integration of low-income and market-value homes over spanning a very large area such as this. It seems that there will be no positive improvement for the people of Parkview Heights who have had the projects in their back yards since 1984 and have dealt with increased crime because of it. I'd like to know why? All the low-income housing is once again being clustered in one area? This kind of clustering is another recipe for disaster and offers no improvements in negative issues already existing in our area. This is discrimination.

As a homeowner in the Parkview Heights complex adjacent to Potrero Terrace, I want to express my support for the redevelopment of Potrero Terrace from the scary public housing slum that it is today to a more thoughtful residential development that includes a mix of incomes, a mix of owners/renters, housing set aside for seniors, and integration as promised. Hopefully the Planning Department would not permit the enormous number of units proposed but rather have them scaled down. I am additionally concerned about overdevelopment, over-density, insufficient parking, traffic, congestion, insufficient open space, and insufficient commercial opportunities that encourages community living as reflected in so many other communities in San Francisco. The creation of useable open spaces, retail stores, restaurants, and cafes, would go along way into helping this neighborhood thrive in a way it has never been able to before.

Integration and blending is the key to avoid them from once again becoming "slum projects." Please don't mess up what could be a golden opportunity for everyone.

Sincerely,

Trudi Neiverth
35 Blair Terrace

RECEIVED

DEC 09 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Raymond O'Connor
1483 Kansas Street
San Francisco, CA 94107

Bill Wycko
San Francisco Planning Dept
1650 Mission St, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko

Wednesday, December 8, 2010

I write about the Environmental Impact Report (EIR) for the forthcoming Potrero Hill Public Housing remodel. Currently the public housing cries out for attention and renovation. I am aware of the planning that has taken place in the past three years. However, what was first proposed is not what is being done. I, and many others, have the following concerns:

1) **DENSITY:** The proposal is for "up to" 1700 homes vs. 609 at present is nearly a three-fold increase! This kind of density will have a negative impact on the surrounding community where I live! The number of homes must be decreased and they must be equally tiered or mixed housing. Only this will adequately deal with the quality of living issues in the area and the high rate of criminal activity.

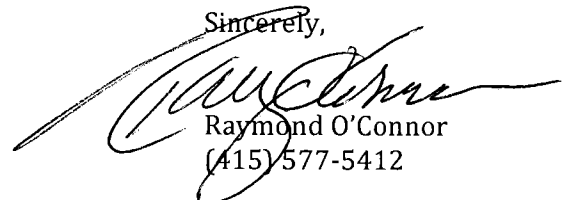
2) **PARKING:** The proposal is something like 0.7 parking spaces per unit, apparently based on "current" occupancy estimates - mostly low income folks, many of whom do not have cars. This seems inadequate especially where there will be market rate housing and where many people, likely to live in these new homes, will NOT work in San Francisco! This ratio assumes that not everyone will have a car, or that people work in San Francisco, which may not be the case. When the recovery eventually happens, many who work on the peninsula and the South Bay (Silicon Valley) will seek housing in SF. The ratio should be at least 1.25, especially given the increase in retail.

3. HOUSING:

- a) The segregation of low income units - and the issues attendant to this kind of segregation - in the southern part of the proposed development vs. being distributed throughout contravenes many international design and planning principles about these kinds of housing projects and is a recipe for the very problems we are trying to eradicate or scale back. In addition, it seems a kind of thinly veiled discrimination.
- b) The number of proposed low income homes - possibly more than 1000 if one reads the fine print - combined with the aforementioned segregation - has serious environmental, sociological, communal and other impacts. Of course the low-income housing units need to be part of the plan and one could understand the desire for a modicum of increase in the number of such units (say 10% or 15%) but not 80 or 90 % or 100% depending on the interpretation given by the planning department.

I certainly the SF Planning Department takes these concerns seriously and prevents the development of another public housing nightmare that currently exists.

Sincerely,



Raymond O'Connor
(415) 577-5412

RECEIVED

Bill Wycko
SF Planning Dept ,
1650 Mission St, Suite 400 ,
San Francisco, CA 94103

DEC 10 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Dear Mr. Wycko,

I am writing to express my concerns regarding the EIR and the proposed increase in the number of homes for the Potrero Hill/Parkview Heights planning. The proposal of up to 1700 homes vs. 609 at present is a significant increase which will reap havoc on our property values, and our already insufficient road and traffic system within the neighborhood. I also have major concerns regarding the stated planned parking ratio of .7 to 1. Since there will be mixed housing in the units proposed this number is extremely inadequate. Potrero Hill is NOT pedestrian friendly due to the hills and the minimal bus service on the south side of the hill. This parking ratio will create a parking nightmare for those who live there and will discourage others from driving to the area to do commerce.

As a homeowner and resident of Potrero Hill, I urge you to dial back the planned number of units to a more healthy growth figure. A 10-20% increase would reflect a reasonable increase but over 100% growth in density is an extremely risky undertaking from a supply and demand standpoint. I also encourage you to reevaluate the parking ratios and get the number closer to 1.25 to 1.

Thank you,



Melissa Lumaco
1329 Rhode Island St.
San Francisco, CA 94107

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RECEIVED

DEC 10 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

December 8, 2010

RE: Potrero Hope SF Master Plan

To Whom It May Concern:

As a property owner and community member living on Wisconsin Street since 2003, I would like to express my concerns related to the Rebuild Potrero project and would hope to see them addressed in the forthcoming Environmental Impact Report.

LAND USE

I believe the existing plan, while it has succeeded in part by connecting the area more with the existing community, has failed to integrate it in character. The repetition of buildings which form long solid walls is not in keeping with the diverse architecture of the existing neighborhood. The extreme heights of the proposed eight story buildings are also not in character with the existing community (nor most of San Francisco!).

AESTHETICS

Some members of the community stand to lose their scenic vistas, not only because they will no longer be able to see beyond the buildings, but because they will be looking at rows of cookie cutter buildings with very little set back which create long street corridors. This is mainly in reference to the area designated for the Section 8 housing in the Southwest corner.

Currently, open space abounds and in it, many mature trees. The plans show no attempt to preserve these (which studies show are more beneficial to air quality and wild life), nor to preserve the feel of openness or the organic nature of the terraced hill.

The increase in units by threefold along with the long 'wall' arrangement will increase the night lighting substantially. Currently, my neighbors and I enjoy a dark night view with the ability to look out to the bay without being blinded by bright lights on tall buildings. I would hate to see this change not only for my street, but the entire rebuild area.

POPULATION and HOUSING

Three times as many units and the inevitable population increase will adversely affect parking, traffic, air quality and noise pollution.

Three times the population will create a need for increased goods. The proposed commercial space does not appear adequate to serve the needs of this increase.

Also of concern is the issue of integration. It was my impression that integration of the different housing types was key to creating a successful new community. However, the plan shows all the Section 8

housing condensed in the southwest corner which means most of the people living in the 600 plus units currently will be displaced and packed into an area less than 1/3 the size of what they currently occupy. This is not fair to those residents and certainly does nothing to support the proved theory that intermingling different housing and incomes will ultimately improve the neighborhood. I'm extremely disheartened to see the Section 8 housing relegated to one corner with only one small park and a design for rows of buildings that feel more like walls to keep people in or out - not a design to encourage and/or inspire its occupants.

TRANSPORTATION AND CIRCULATION

Increased population and road connectivity will increase traffic flow. The area of Wisconsin Street in front of the Starr King Elementary School is already somewhat hazardous as those who like to 'race' around the block compete for road space with the parents dropping off and picking up children.

AIR QUALITY

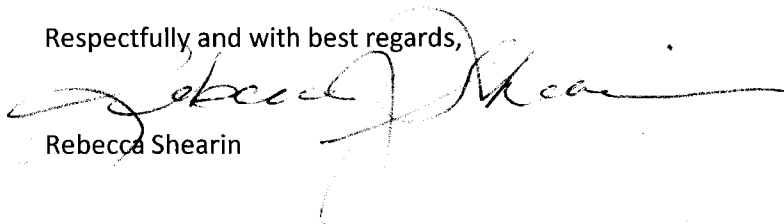
Increased density will bring more traffic while reducing the substantial number of mature trees. This could impact the already poor air quality on the hill caused by our proximity to the freeways and power plant, subjecting vulnerable populations to increased health issues exacerbated by air pollution.

BIOLOGICAL RESOURCES

Currently we have plenty of open space in and about the projects peppered with many old, beautiful trees. I'm worried about the loss of these trees along with the open spaces that allow corridors of movement for our animal friends in addition to play areas for children. The proposal doesn't show enough area designated as parks and open space, particularly towards the south end of the development. The loss of open space and its wildlife is particularly sad for those who don't have the resources to leave town to experience more natural habitats. It is disappointing that more thought wasn't put into planning around some of the existing open spaces - leaving some breathing room to help offset the proposed increased density.

Thank you for taking the time to consider my concerns. It is thrilling to see this long awaited renovation begin to take shape and I feel certain that through collaboration, the many concerns expressed by myself and other Potrero Hill community members can and will be addressed so that no one will be negatively affected by this huge and impactful project.

Respectfully and with best regards,



Rebecca Shearin

12/6/10

RECEIVED

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

DEC 10 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

I live on Wisconsin Street at 25th Street next to the planned Rebuild Potrero development. I think that there are several ways in which the Rebuild Potrero Project will have an adverse environmental impact on Potrero Hill. Most of these arise from the unacceptable size and mix of this development. The population of Potrero Hill is approximately 11,000. With the present proposal, the population could increase by 50% by an additional 5000 people and all of it in one small corner of The Hill.

AESTHETICS:

-I think the development should grow from a neighborhood "town square" which is a center of social activity and neighborhood shops and services similar to those on 18th Street and 20th Street. The "town square" should have sufficient parking for easy access, and convenient transportation which takes into account the steep hills that people have to negotiate if they want to walk. It should not just be a community center and a couple of shops. It should be a place where people want to gather and socialize. It should include shops which provide services including as a minimum: a laundromat, coffee shop, grocery store, drugstore, laundry/dry cleaners and cafe. There should be a large sitting and gathering area which can be used on nice days and for community gatherings. The energy of the community should grow from there. It should not just be a strip mall or an add on to the plan. It should be the source of a "sense of community".

-The density is not consistent with the rest of Potrero Hill. This plan seems to be taking the present "projects", increasing the number of units to 1000, and squeezing them into the southern most part of The Hill. It is not integrating this housing throughout The Hill. Mixing the different types of housing throughout the development would give everyone a sense of community and help reduce the biggest problem on this part of The Hill which is crime and lack of jobs. Poor people have been isolated into one area which gives the criminal element easy access and control. The kids do not grow up feeling they are a part of the community as a whole, so they follow their peers into crime at an early age. A criminal record keeps them from even getting their first job, and the cycle continues. A totally mixed community would break this cycle and be good for the city as a

whole.

-Aesthetics would be adversely effected by all of the large, old trees being removed and replaced with row on row of small trees.

-Aesthetics would be adversely effected by height limits having to be increased. Height limit increases directly adjacent to the eastern side of the hill would not be a problem because it would blend into the hill, but buildings along the ridge which is now Dakota Street would block the views of people to the west. It would also create a wall between the eastern part of the development and the west, thus breaking up the sense of a whole community, isolating one area from the other.

AIR QUALITY:

-The sheer size and density and associated increase in traffic would decrease the overall air quality.

LAND USE/PLANNING

-The size of this development is going to require significant zoning changes and height limit changes that will adversely effect the quality of life of people already living on Potrero Hill. It has the feel of trying to jam a whole new town of 5000 people into a small space just to meet the economic requirements caused by an unrealistic number of overall units.

NOISE:

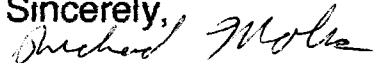
I live on Wisconsin Street with through traffic, three bus lines, school buses coming and going. Add 5000 people going to and from work, along with the construction noise while it is being built, and the noise would reach unacceptable levels.

POPULATION/HOUSING and PUBLIC SERVICES:

Instead of getting more money for community services, tax breaks are being proposed. This development should pay for it's own services.

No place in the city, maybe in the State, has increased the population and density as much as this development would. It would overwhelm the rest of the neighborhood and adversely effect Potrero Hill in general.

Sincerely,



Richard Moles

Betsy Davis email
Betsy Davis <libertad4@hotmail.com>
12/10/2010 03:10 AM To
<nannie.turrell@sfgov.org>, <bill.wycko@sfgov.org>
cc

bcc

Subject
EIR Public Scoping Comments

Dear Ms. Turrell and Mr. Wycko,

I have attached my letter in regards to the EIR Public Scoping process for the redevelopment of the Potrero Terrace and Annex site on the south side of Potrero Hill. Please let me know if you have questions, concerns or issues with opening the attachment. I can be contacted via e-mail at libertad4@hotmail.com or by phone at 718-908-0946. The document is an "Open Office" text document--it comes from free software online through Oracle, so please let me know if there are any issues. Thanks so much and hope you have a fantastic weekend!

Take care,
Betsy Davis
1998 25th Street
San Francisco, CA 94107

Bette Davis 2nd email
Betsy Davis <libertad4@hotmail.com>
12/14/2010 12:22 AM To
nannie.turrell <nannie.turrell@sfgov.org>
cc

bcc

Subject
RE: EIR Public Scoping Comments

Hello Ms. Turrell,

Thank you for letting me know via phone and e-mail. I will be able to drop the letter off on Wednesday morning at the Planning Department. Thanks so much for letting me know and allowing me the time to bring it in this week. I apologize for the inconvenience as I don't have word on my computer. Hope you are well and will speak with you again soon. Thank you.

Take care,
Betsy Davis
libertad4@hotmail.com
718-908-0946

> Subject: Re: EIR Public Scoping Comments
> To: libertad4@hotmail.com
> From: Nannie.Turrell@sfgov.org
> Date: Fri, 10 Dec 2010 10:26:44 -0800
>
> Please resend your document in word. I cannot open it as it is. Thank you.
>
> Nannie R. Turrell, Senior Environmental Planner
> San Francisco Planning Department
> 1650 Mission Street, Suite 400
> San Francisco, CA 94103
>
> t. (415) 575-9047 f. (415) 558-6409
> nannie.turrell@sfgov.org
>
>
>
> Betsy Davis
> <libertad4@hotmail.com>
> To
> <nannie.turrell@sfgov.org>,
> 12/10/2010 03:10 <bill.wycko@sfgov.org>
> AM cc
>
> Subject
> EIR Public Scoping Comments
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Bette Davis 2nd email

>
>
> Dear Ms. Turrell and Mr. Wycko,
>
> I have attached my letter in regards to the EIR Public Scoping process
> for
> the redevelopment of the Potrero Terrace and Annex site on the south side
> of Potrero Hill. Please let me know if you have questions, concerns or
> issues with opening the attachment. I can be contacted via e-mail at
> libertad4@hotmail.com or by phone at 718-908-0946. The document is an
> "Open Office" text document--it comes from free software online through
> Oracle, so please let me know if there are any issues. Thanks so much and
> hope you have a fantastic weekend!
>
> Take care,
> Betsy Davis
> 1998 25th Street
> San Francisco, CA 94107 (See attached file: EIR Public Scoping Comments
> December 2010.odt)



Caroline Bird
<carolinebird@yahoo.com>

12/14/2010 04:01 AM

To nannie.turrell@sfgov.org, Bill.wycko@sfgov.org

cc

bcc

Subject Potrero Hope SF Master Plan EIR

Hello,

I understand from a neighbor that it is not too late to turn in my written comments regarding the Potrero Hope is the case! My comments are attached as a PDF.

Thank you,
Caroline Bird



EIR_Concerns, Caroline Bird.pdf

Caroline Bird
1998 25th Street
San Francisco, CA 94107

December 13, 2010

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Potrero Hope SF Master Plan

Dear Mr. Wycko:

I live directly across 25th Street from the proposed development. I have been actively involved with the community input workshops hosted by the Rebuild Potrero Project and also serve on their Community Advisory Board. This is an ambitious project and must continue to have neighborhood input if it is going to succeed. I would like to share my concerns regarding potential negative environmental impacts of the Rebuild Potrero project for the Environmental Impact Report.

LAND USE

I am concerned that the plans conflict with the second of the eight priority policies of the San Francisco General Plan: *that existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods*. While I understand that the existing homes in the Potrero Terrace and Annex will need to be removed in order to redevelop the site, neighborhood character must still be given priority.

The southern portion of Potrero Hill surrounding the redevelopment site is primarily small single occupancy homes zoned RH-1. There are a small number of RH-2 homes adjacent to the site as well. These are also almost all low to the ground with gabled roofs. The proposed Town Houses are too tall for the immediate neighborhood and would be RH-3 or 4. This is not consistent with neighborhood character.

The proposed development also threatens to divide an established community. While the southern part of Potrero Hill is sometimes seen as blighted, it is a vibrant community with likely the greatest racial, cultural, and economic diversity of any part of the Hill. The layout of the current plan prioritizes open space, vistas, and amenities in the northern portions of the development and divides future residents by economic status. Rather than adding to the diversity of our neighborhood, it will further polarize it by increasing the density of the low-income housing in our area. This will benefit neither the neighbors who live in the public housing nor the neighbors who live outside of it.

AESTHETICS

This plan will have a substantial adverse effect on scenic vistas, both from existing homes and from the streets. Right now residents waiting for the bus or walking down the street can take in sweeping views of the bay and the East Bay hills. Under the new plan, streets would be shaded and views would be lost. This would be a devastating loss for our neighborhood.

The eighth priority of the San Francisco General Plan requires *that our parks and open space and their access to sunlight and vistas be protected from development*. Contrary to the claims in the BRIDGE Housing brochure that there are currently zero acres of useable open space, there is a huge amount of open space that is used extensively. Children play in it, people walk through it and meet neighbors, people garden in it, and animals use it as a corridor to move through Potrero Hill. All of us enjoy the vistas we get to see across this open space. I urge you to consider creative ways of preserving significantly more open space, especially as it impacts vistas in the southern part of the hill.

In addition to the views, we currently enjoy the scenic resources of many mature trees and of the rolling hills covered in wild grasses and flowers. These would be lost in the current plans, which remove the trees and grade the hills. The grading of the hills will also contribute to the loss of views by bringing houses uphill to street level.

POPULATION and HOUSING

As proposed, this project will triple the population. This will put an extreme burden on parking, traffic, air quality, noise level, and services, including retail and schools. I urge you to consider the impacts of such a population increase on the environmental quality of the neighborhood.

TRANSPORTATION AND CIRCULATION

I am concerned that, in tripling the density, this plan will conflict with the 4th priority in the San Francisco General Plan: *that commuter traffic not impede Muni transit services or overburden our streets or neighborhood parking*. There will be so many new residences and not enough parking places; we will surely feel the impact on the surrounding streets.

I urge you to examine the adequacy of emergency response times with the increased population.

AIR QUALITY

Increased density will bring more traffic while at the same time removing the mature trees. This will impact the already poor air quality on the hill caused by our proximity to the freeways and power plant. We already have elevated levels of asthma in this neighborhood, especially among children. I scrub black soot off of my windows and walls, and I increasingly have to close my windows mid-day due to exhaust from the freeways and local traffic. This neighborhood is not prepared to absorb the environmental impacts of denser development coupled with fewer mature trees and open areas.

WIND AND SHADOW

Please evaluate how winds will be funneled by the creation of new streets.

Please evaluate the shadows that would be cast by the proposed Town houses along 25th Street. Twenty-fifth and Wisconsin is a major public gathering space; all three bus lines serving the hill stop here in both directions.

RECREATION

Please evaluate that impact that this site will have on the aging Potrero Hill Recreation Center.

BIOLOGICAL RESOURCES

Currently the open space in the Potrero Annex and Terrace is part of a movement corridor for animals across Potrero Hill. I regularly see the movement of skunks and possums; their presence indicates that other species are able to move across this land as well. Additionally, this is a stopping off point for migratory birds; they fill the trees, telephone wires and open spaces during the fall season. I urge you to take into consideration the wildlife corridors that the open space in the Potrero Annex and Terrace currently provide.

I especially urge you to consider the unique biological diversity of the serpentine grassland located on Texas Street. This is one of the few remaining serpentine grasslands in the city, which are considered one of the most endangered ecosystems in the city and which host some of the highest diversity of native plants of any ecosystem in California. I know that many of the plants growing on the Starr King Openspace were collected as seeds from the Texas Street land. Please consult with the California Native Plant Society about the unique ecological relevance of this site.

GEOLOGY AND SOILS

Please consider the tremendous loss of topsoil and percolatable land that will result from this redevelopment.

HAZARDS AND HAZARDOUS MATERIALS

Please examine how hazards from the excavating into serpentine rock, which is the source of asbestos, will be mitigated in this project. This hazardous material will be emitted within ¼ mile of an elementary school.

Thank you for your consideration of these issues. I look forward to reviewing the Draft EIR!

Sincerely,

Caroline Bird

San Francisco Planning Department
EIR Public Scoping Meeting Written Comment Form
Potrero HOPE SF Master Plan

Case #2010.0515E

We are opposed to the current project in its present form because it is much too dense. The buildings are too high and too bulky. There is inadequate consideration of the increased traffic in the surrounding area.

Sincerely,

Chris Sabre
Jean Loura

Email from Colfer with ltr attached

coltto@comcast.net

12/07/2010 06:23 PM

To

nannie.turrell@sfgov.org

cc

PAUL COLFER <PAUL.COLFER@KP.ORG>

bcc

Subject

Letter for EIR on Potrero Hill Rebuild

Hello Nannie: At the recent meeting at the Potrero Hill Neighborhood House you mentioned that we could email our letters to you. Mine is attached. Please let me know that you received it and that the attachment is readable. Thanks so much. Paul Colfer

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

December 7, 2010 – Sent via email in care of Nannie Turrell

REBUILD POTRERO PROJECT

I am writing to express my concerns about the rebuilding of the Potrero Hill projects on the South side of Potrero Hill by the Bridge Housing Corporation.

I have lived at 1465 De Haro Street (between 25th and 26th Streets), in the Parkview Heights complex since 1984. For decades our neighborhood has been plagued by high crime because of our proximity to the existing Potrero Hill projects. For 26 years I have hoped that we would some day have less crime in our part of the city. I unfortunately now anticipate that this rebuild of the projects will result in an increase in home breakins, auto thefts, broken car windows, muggings, purse snatchings, etc. Through the years more and more bars have appeared on the windows of our homes. Not only have we, as residents of Parkview Heights, had to deal with this crime, but guests to our homes have been victims, too. My concerns are as follows:

POPULATION/HOUSING

Increased Density/Lack of Integration

I am very worried about the increased density and location of the Low Income Units in the current plan. When I first heard that the projects were to be rebuilt for a mix of income levels I thought that the 606 existing low income units would be replaced by 202 low income units, 202 low-to-middle income units, and 202 market rate units. I am horrified to find that the 606 low income units will now be expanded to approximately 1000 low income units and that all of those low income units will be concentrated near my home.

The smaller number of "market rate" units in the current plan are as far away from the Parkview Heights complex as possible on the maps that I have seen. Thus, there will now be an even greater concentration of low income units, with the crime that comes with them, in my neighborhood. The most important thing about my living environment is my personal safety, the safety of my car and my home, and the safety of my guests and their vehicles. The increased number of low income units, clumped together at the South side of the rebuild will only cause crime to worsen.

Why is there no integration of the "market rate" units and the low income units in the current plan? Why cannot residents in the different economic brackets be evenly distributed and intermingled throughout the rebuild so that I could have a few middle income residents living near me? Why are all of the "market rate" units clumped together toward the more prestigious Northern part of Potrero Hill and all of the low income units clustered together on the already blighted Southern part of the Hill?

TRAFFIC/PARKING

I am also concerned that parking in our neighborhood, which is already tight, will become even worse with a near tripling of the total number of units in the rebuild.

AESTHETICS

I am concerned about the much taller buildings that are planned for the Northern end of the rebuild. They are not at all in keeping with the current height of the dwellings on Potrero Hill and will be very discordant with the surrounding neighborhood.

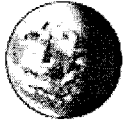
In summation, I would appreciate a complete rethinking of the current plan with:

- 1. a reduction in the overall number of new units planned**
- 2. no more than 606 low income units in the new plan**
- 3. true integration of the various income levels throughout all geographic sections of the rebuild**
- 4. more parking places**
- 5. no buildings higher than the height of existing dwellings in the surrounding neighborhood**

Thank you for considering these points.

Sincerely

Paul D Colfer



dennis montalto
<dennismontalto@sbcglobal.net>

12/11/2010 11:55 AM

To nannie.turrell@sfgov.org

cc

bcc

Subject Potrero hope master plan

Nannie Turrel,
Please consider my letter regarding Potrero Hope SF master
plan.
Thank you,
Dennis Montalto



SF Planning Dept.doc

SF Planning Dept.
Potrero Hope SF Master Plan

Dennis Montalto
1504 25th st

Planning Department,

I am writing in regards to the EIR for the above project. I have lived on 25th st for 25 years. While I would love to see some improvements to the public housing at Potrero annex I feel the above project fails to address several important needs of the surrounding community. After attending many of the community meetings regarding this project I've seen no compromise on behalf of the developer. The project calls for very dense housing with no regard for parking. The access to and from this project will drastically increase the already overburdened 25th st corridor. The height on many of these buildings far exceeds the guidelines for height requirements on Potrero hill by as much as 35 feet! Your attention to this matter is greatly appreciated.

Thank you,
Dennis Montalto

Dick Millet email

Dick Millet <milletdick@yahoo.com>

11/11/2010 10:08 AM To
"Audrey D. Cole" <audrey@audreycole.com>
cc
nannie.turrell@sfgov.org
bcc

Subject
Re: Potrero Rebuild EIR, "GET THE WORD OUT."

Audrey: This is and EIR preparation notice that comes out of the
Planning Department.

Contact: Nannie Turrell (415) 575-9047 <nannie.turrell@sfgov.org>
anddd

<bill.wycko@sfgov.org>
So close to Thanksgiving and such short notice. They're going to have a
hard time getting
anyone there. dickmillet

--- On wed, 11/10/10, Audrey D. Cole <audrey@audreycole.com> wrote:
From: Audrey D. Cole <audrey@audreycole.com>
Subject: Re: Potrero Rebuild, GET THE WORD OUT.
To: "Dick Millet" <milletdick@yahoo.com>
Cc: "Evan Goldin" <evan.goldin@gmail.com>
Date: Wednesday, November 10, 2010, 5:09 PM

Dick: I just looked at RebuildPotrero's and Hope SF's web sites and it
shows no upcoming events on either site. I am confused. Wouldn't you
expect this to be there? What am I missing?

Thanks, Audrey

On Nov 10, 2010, at 4:48 PM, Dick Millet wrote
Audrey, Evan:

I just got a Notice of Preparation of Environmental Impact Report
(case #2010.0515E) and Public Scoping Meeting for Potrero Hope SF Hope
Master Plan: for 6:00pm Monday November 22nd 2010 at the NABE. Could you
put it on our Web, Blog etc. I've made copies of Notice, will drop off at
your houses.

Evan what's your address?
dickmillet



jnfy@aol.com

12/09/2010 08:41 PM

To nannie.turrell@sfgov.org, Bill.wycko@sfgov.org

cc

bcc

Subject EIR COMMENTS-Rebuild Potrero

Hi,
I've attached my comments for your review.
Thank you Nannie for you time yesterday.
Jane Fay
96 Caire Terrace



94107 EIR REBUILD POTRERO LETTER PDF .pages.zip



Lee Abel
<leeabel@mindspring.com>
12/09/2010 08:46 PM

To nannie.turrell@sfgov.org, bill.wycko@sfgov.org
cc
bcc
Subject Rebuild Potrero - ruining our neighborhood

Dear Ms. Turrell and Mr. Wycko,

I want to add my voice to those of my neighbors who are outraged at the plans for Rebuild Potrero. No doubt you have received the letter (below) from Jane Fay, the President of the Board for Parkview Heights, our small southern complex, built by the City. She quite adequately outlines our concerns. I would just like to expound on one particular point. What is being proposed is the consolidation of all the low income people (current residents plus many more), into a much smaller space which does happen to be directly across the street from Parkview Heights. I thought this rebuild was to provide a mixed neighborhood, to stop the isolation of low income families. Instead, this plan is designed to increase the number of low income families and then push them in to one very small section of the property. How is this segregation justified when one of the stated goals of Rebuild Potrero is to provide mixed economic housing? Where is the mix? Why are all the poor put in one small corridor? That is not mixed. That is the equivalent of reclaiming the land for a wealthier group of home owners, forcing the poor on to an even smaller piece of land, and created a more densely packed ghetto of poverty. This is very bad planning and sounds like it will only benefit the builders and the City tax base, but will be extremely negative for the surrounding neighborhood, not ridding us of any of our current social issues and most certainly adding to them. We have a massive issue of car break ins in our immediate neighborhood. Putting the poorest residents in one dense area will only increase this type of crime. Yes, parking will be terrible as well (as outlined below), but it is the crime that will cause the most grief.

I ask the City of San Francisco and the planners of Rebuild Potrero to re-think this project, to fully integrate, not isolate, the poor, and to not add to the aggravation of crime on the south side of Potrero Hill.

Thank you,

Lee Abel Bandele
1212 Wisconsin St., San Francisco, CA 94107
(415) 821-2271

Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103

December 9, 2010 Dear Ms. Turrell and Mr. Wycko, RE: Rebuild Potrero

In 1984 I moved into my first home in Parkview Heights on the Southwest side of Potrero Hill, directly across from the proposed Rebuild Potrero project, I want to share my concerns and identify what I consider important aspects of the project that need careful consideration before it is finalized. Although I am writing as an individual please take into account that I am currently the elected President of the Board of Parkview Heights and have had many members share their different concerns with me about the project. Not all homeowner agrees with everything I have concerns about but all do share 99% of them I am also an active member of SAFE and NERT as well as the past President of Starr King Park(6yrs.). Parkview Heights was build through the

Mayor's office of Housing for first time homeowners. The city of San Francisco build 120 low/middle/market rate homes here on existing open land and public housing land. I don't think anyone living here would say it was not a great success as a fully integrated housing complex, filled with people who represent all the nationalities and income levels of San Francisco. We have no crime except from outside, we pay property taxes, 70-80% work in the city. This complex, funded and supported by San Francisco was, for the City of San Francisco, a great use of the taxpayer's money and a proud reflection on a city that prides itself in "doing it right". As a homeowner in Parkview I have seen first hand the result of mixing low/middle/market rate homeowners and it is an overwhelming success for those of us lucky enough to live here. So will we, San Franciscans, be able to say the same with the proposed Rebuild Potrero Project as it is now proposed? I think not.

Land use and land planning Looking at the current lay out of the Rebuild Potrero project's public/low income/market rate design one has to conclude that this is not mixed use, but segregated housing, comprised of rich and poor with no middle class represented. With the market rate housing far, far away from the bulk of public housing. There have been many studies world wide on segregated communities. All studies have overwhelmingly concluded it does not work. What does work is a true mix of public, low, middle and market rate housing. Currently middle income families must move out of the city to get affordable housing. But middle income people are the people who are needed to run the city. Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103

They comprise the backbone of any city. Small business owners, administrators, nurses, EMT, firefighters, police, etc. all are designated as middle class. But unlike the rich who can live anywhere and the poor who get the help they need to live in San Francisco, the middle class have been excluded and shut out of this unique opportunity to both live and work in the city. This is a costly error because the middle class pay the most taxes and are by everyone's account the most important class in a democratic society. Over and over again we learn that without a strong middle class of people there can be no democracy. So why have this most important segment of our city being excluded? Please find a way to make this housing opportunity available to the middle class in San Francisco.

Parking spaces and the physical site of the proposed project. The current plan for less than one space per unit is not accept. As a 27yrs. resident of the south side of Potrero Hill, I, personally have made an honest effort to:

1. Use a bike--for a year--concluded that one can't comfortably ride a bike all the way up the hill, even after hundreds of days of using a bike to ride home from work in the San Bruno area (Carroll Ave).
2. Use public transportation--for two years..never could count on getting to work on time, nor even having the bus driver drive the designated route late at night(yes I did report it, to no avail), and I would be told to get off the bus in a non stop area and made to walk blocks home after working late.
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Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103

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a. Induce substantial population growth directly by increasing threefold the existing number of residents and through the extension of the streets. When first proposed the project had almost 100% support of the residents of the Hill. As it progressed and the 900-1200 mixed use model morphed into the existing 1700 non mixed use model of today it lost it's appeal for almost all residents who were happy to have the existing buildings replaced.

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That we be leaders in showing how to improve the quality of life for all residents and why this such a wonderful city to live in.

Thank you, Jane Fay



jane fay <jnfy@aol.com>
12/10/2010 07:18 PM

To: Bill.wycko@sfgov.org, nannie.turrell@sfgov.org
cc:
bcc:
Subject: Fwd: EIR COMMENTS-Rebuild Potrero

Hi Nannie,
Sorry about that..called a friend and found out the correct way. I have a new Apple and I'm getting use to it vs my old pc..
Jane

-----Original Message-----

From: Nannie.Turrell@sfgov.org
To: jnfy@aol.com
Sent: Fri, Dec 10, 2010 12:16 pm
Subject: Re: EIR COMMENTS-Rebuild Potrero

Please resend in word or pdf format. Thank you

Nannie R. Turrell, Senior Environmental Planner

San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

t. (415) 575-9047 f. (415) 558-6409

nannie.turrell@sfgov.org

jnfy@aol.com

12/09/2010 08:41

To

PM

nannie.turrell@sfgov.org,

Bill.wycko@sfgov.org

cc

Subject

EIR COMMENTS-Rebuild Potrero

Hi,

I've attached my comments for your review.

Thank you Nannie for you time yesterday.

Jane Fay

96 Caire Terrace

94107(See attached file: EIR REBUILD POTRERO LETTER PDF .pages.zip)



EIR REBUILD POTRERO LETTER PDF .pdf

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

December 9, 2010

Dear Ms. Turrell and Mr. Wycko,

RE: Rebuild Potrero

In 1984 I moved into my first home in Parkview Heights on the Southwest side of Potrero Hill, directly across from the proposed Rebuild Potrero project, I want to share my concerns and identify what I consider important aspects of the project that need careful consideration before it is finalized.

Although I am writing as an individual please take into account that I am currently the elected President of the Board of Parkview Heights and have had many members share their different concerns with me about the project. Not all homeowners agree with all the concerns I express in this letter but 99% do agree.

I am also an active member of SAFE and NERT as well as the past President of Starr King Park (6 yrs).

Parkview Heights was built through the Mayor's office of Housing for first time homeowners. The city of San Francisco built 120 low/middle/market rate homes here on existing open land and public housing land. I think the majority of people living here agree it is very successful as a fully integrated housing complex, filled with people who represent all the nationalities and income levels of San Francisco.

We have no crime except from outside, we pay property taxes and 70-80% work in the city.

This complex, funded and supported by San Francisco, was for the City of San Francisco a great use of the taxpayer's money and a proud reflection of a city that prides itself in 'doing it right'. As a homeowner in Parkview I have seen first hand the result of mixing low/middle/market rate homeowners and it is an overwhelming success for those of us lucky enough to live here.

So will we, San Franciscans, be able to say the same with the proposed Rebuild Potrero Project as it is now proposed?

I think not.

Land use and land planning

Looking at the current layout of the Rebuild Potrero project's public/low income/market rate design one has to conclude that this is not mixed use, but segregated housing, composed of rich and poor with no middle class represented.

There have been many studies world wide on segregated communities. All studies have overwhelmingly concluded it does not work. What does work is a true mix of public, low, middle and market rate housing.

Currently middle income families must move out of the city to get affordable housing. yet middle income people are the people who are needed to run the city.

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They comprise the backbone of any city.

Small business owners, administrators, nurses, EMT, firefighters, police, etc.. all are designated as middle class. Unlike the rich who can live anywhere and the poor who get the help they need to live in San Francisco, the middle class have been excluded and shut out of this unique opportunity to both live and work in the city. This is a costly error because the middle class pay the most taxes and are by everyone's account the most important class in a democratic society. Repeatedly we learn that without a strong middle class of people there can be no democracy.

So why have this most important segment of our city being excluded?

Please find a way to make this housing opportunity available to the middle class in San Francisco.

Parking spaces and the physical site of the proposed project.

The current plan for less than one space per unit is not acceptable. As a 27yrs. resident of the South side of Potrero Hill, I have made an honest effort to:

1. Use a bike--for a year--concluded that one can't comfortably ride a bike all the way up the hill, even after hundreds of days of using a bike to ride home from work in the San Bruno area (Carroll Ave).
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I believe the New York Times got it right.

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Thank you,

Jane Fay



paolo <pmpurpont@aol.com>

12/10/2010 06:46 AM

To Bill.wycko@sfgov.org, nannie.turrell@sfgov.org

cc

bcc

Subject I agree with what stated below by Jane Fay

Please note that I own property at 1481 De Haro Street and I agree with what is stated below by Jane Fay. Please take her advise into account. Thank you. Paolo Pontoniere

December 9,2010

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RE: Rebuild Potrero

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Thank you,

Jane Fay

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

jon firestine
jon firestine <ducatijon@yahoo.com>
12/13/2010 08:38 AM To
nannie.turrell@sfgov.org
cc

bcc

Subject
Potrero Hill project

To whom it may concern, I have been a resident of Potrero Hill for 20+ years and have seen many changes, some good, some bad. Living next to the Potrero hill housing project has been a real pain and I have always hoped that they would be torn down and replaced with something that wasn't a great big crime magnet. It has come to my attention that a developer wishes to redevelop the area. I guess I need to be careful what I wish for. I had expected that whoever redeveloped the area would put more units in, that's a given. But as I understand it, this will be more than 1700 units with less than one parking space per unit. Why would you want to create such a crowded nightmare in my neighborhood? Who would allow such an ill thought out plan to proceed. I imagine most everyone who lives in our neighborhood feels the same way. We won't be able to park, there will be noise and congestion, valuable open space will be lost, all so a few people can get rich. I had hoped the days of corrupt planning commissioners was past but it seems they are not. I strongly voice my opposition to this plan and I speak for many others. Sincerely, Jon E. Firestine



"karrin kain"
<karrink07@comcast.net>
12/11/2010 01:46 PM

To "Nannie Turrell" <Nannie.Turrell@sfgov.org>
cc
bcc
Subject Regarding Potrero Rebuild

Hello Ms. Turrell - attached is my letter regarding the Potrero Rebuild project. Please be sure that Mr. Wycko can get a copy of my notes. Thank you.



*karrin kain, Wisconsin Street, Potrero Hill, SF. Nannie Turrell.doc

Nannie Turrell/Bill Wycko
San Francisco Planning Dept.
1650 Mission St., Ste. 400
San Francisco, CA 94103

December 11, 2010

As a neighbor and active community member living at 1121 Wisconsin Street on the south side of Potrero Hill, I am writing to identify important aspects of the Rebuild Potrero project that I believe must be addressed in the Environmental Impact Report, which was presented at the Potrero Hill Neighborhood House on Monday 11/22/10.

To me, Potrero Hill is a unique neighborhood within a high-density city. The hodge-podge of unusual houses, maze-like streets, red-tiled roofs of the projects, sweeping views of the bay, and the beauty of mature, green trees all add to the charm. While the proposed design is attractive and would be appropriate in an undeveloped area, it has absolutely nothing whatsoever to do with the style of our neighborhood. Proposing up to 8 story buildings will change the character of this neighborhood forever. How can they possibly "blend in" with the 4 story buildings at a higher elevation? The proposed redesign is not in keeping with character of the current surrounding community.

While the plan does reintegrate the streets into the grid pattern of the rest of the hill, it does so by compromising the types of buildings that would exist on the site. Currently, we have morning sunlight and sweeping views of the inner part of San Francisco Bay, from multiple street corners and private residences in the area, and the proposed development would cut off many of these public vistas, to the detriment of all residents - those currently residing in the area and those that would be moving in to the proposed redevelopment. Please include in the study exactly whose views will be affected and how destroying vistas and morning sunlight will create a permanent negative effect on the community. There is no way I will support any project that will destroy these views.

And just as a side note: "24th and 1/2 Street"? Are you serious? Please say "no".

Air Quality

The removal of mature trees is really a shame. Our hill straddles two freeways and has PG&E's red chimney spewing black dust into our homes. We already have high rates of asthma here. These old trees help absorb pollution. Newly planted trees need at least 10 years of growing before providing shade and greenery. Brand new neighborhoods often look sterile for the lack of established vegetation.

Suggestion: find a way to save the older trees and keep as many as possible. As a person with asthma, I really need to know how you are going to address this issue.

Potrero Hill has one of the highest rates of pollution in San Francisco, resulting in a high rate of asthma and other breathing difficulties for local children and seniors. Taking away the over 20 old growth trees in the proposed development site would significantly impact the existing problem as these mature trees are much better at absorbing air-borne pollutants than the numerous saplings proposed in the existing design. I believe it's vitally important for the proposed project to mitigate this impact by preserving as many of these mature trees as possible.

Additionally, I have observed several species of birds, including breeding pairs of Red-tailed Hawks, American Kestrels, Hummingbirds & Ravens. Visitors include parrots, sparrows, blackbirds, blue jays, robins and doves that all use the mature trees as resting and nesting sites. Not to mention the skunks, raccoons and possums that travel our hill. (Wish the skunk didn't like it here so much!!)

Land Use/Planning

The amenities on the southern side of Potrero Hill are scarce at present and I strongly believe that, if the developers plan on attracting middle and upper middle class homeowners to the area, as well as increasing the quality of life for the current residents of the public housing, they should design the area to include more shops and businesses. It does not look like the plan includes much in that way. The MUNI is abominable on this side of the hill and with increased population will only be worse. I realize this is a future idea, but the transportation needs must be addressed. It cannot be all cars and commuters.

Population/Housing

An issue that comes up again and again in neighborhood meetings is the increase in density for the proposed redevelopment. The current Master Plan as proposed by Bridge Housing does not provide a truly integrated community of mixed income and public housing for the existing space as their plan is to shift the current 606 public housing units that are currently spread over the 33 acres of the site into a dense, two block area at the southern most area of the site. I believe that this plan will do a great disservice to the existing public housing residents, crowding them into an area with minimal access to services and amenities.

I believe that the developer should understand the special circumstances of this particular neighborhood in the City and not simply opt for the San Francisco-wide acceptable ratio of 0.5 parking spaces per unit. I believe they can do better; and I believe they will do better as the community takes more initiative to engage in the

process of redevelopment in our area of Potrero Hill. Once the proposed 1,700 total units are fully occupied, the proposed number of off-street and on-street parking will not be sufficient. This will create parking problems for the rest of the community, and increase traffic due to people driving in search of parking spaces. Please ensure an accurate count of existing off-street and on-street parking spaces is taken for the project site and include this in the study of how the 1,700 total housing units will affect community parking and traffic.

Commuting via Caltrain, 101 and 280.

One concern I have is that Bridge Housing may be considering our accessibility to Caltrain and the 101 and 280 freeways as a selling point for middle and upper middle class commuters to purchase market-rate housing in our community so that they can easily commute to jobs in the peninsula and elsewhere. These people would not, then, be integrated into the current fabric of the neighborhood, and would just be contributors to ever-growing transportation and traffic problems.

Noise

Short-term During Construction - What will be done to mitigate the noise levels in the neighborhood during construction? If pilings are needed, auger cast pilings are GREATLY preferred instead of driven piles due to the extreme noise levels created by pile drivers. Remember, this is a residential area, so noise from pile drivers is unacceptable. How early in the morning and how late in the day will the noisy aspects of construction take place? Is this schedule determined with community input? Remember that you are affecting an existing community with noise, dust and disruption.

Long-term - With increased density (a total of 1,700 units), the community will have increased noise levels from people and traffic. How will that be mitigated in the long-term?

Sorry to have gone on so long, but as you are aware, there are many concerns from the neighbors about this building project. Please consider the letters you are getting and create a good community here, not just a cookie-cutter design of something useless.

*Karrin Kain, Wisconsin Street, Potrero Hill

Lee Bandele

Lee Abel <leeabel@mindspring.com>
12/09/2010 08:46 PM To
nannie.turrell@sfgov.org, bill.wycko@sfgov.org
cc

bcc

Subject
Rebuild Potrero - ruining our neighborhood

Dear Ms. Turrell and Mr. Wycko,

I want to add my voice to those of my neighbors who are outraged at the plans for Rebuild Potrero. No doubt you have received the letter (below) from Jane Fay, the President of the Board for Parkview Heights, our small southern complex, built by the City. She quite adequately outlines our concerns. I would just like to expound on one particular point. What is being proposed is the consolidation of all the low income people (current residents plus many more), into a much smaller space which does happen to be directly across the street from Parkview Heights. I thought this rebuild was to provide a mixed neighborhood, to stop the isolation of low income families. Instead, this plan is designed to increase the number of low income families and then push them in to one very small section of the property. How is this segregation justified when one of the stated goals of Rebuild Potrero is to provide mixed economic housing? Where is the mix? Why are all the poor put in one small corridor? That is not mixed. That is the equivalent of reclaiming the land for a wealthier group of home owners, forcing the poor on to an even smaller piece of land, and created a more densely packed ghetto of poverty. This is very bad planning and sounds like it will only benefit the builders and the City tax base, but will be extremely negative for the surrounding neighborhood, not ridding us of any of our current social issues and most certainly adding to them. We have a massive issue of car break ins in our immediate neighborhood. Putting the poorest residents in one dense area will only increase this type of crime. Yes, parking will be terrible as well (as outlined below), but it is the crime that will cause the most grief.

I ask the City of San Francisco and the planners of Rebuild Potrero to re-think this project, to fully integrate, not isolate, the poor, and to not add to the aggravation of crime on the south side of Potrero Hill.

Thank you,

Lee Abel Bandele
1212 Wisconsin St., San Francisco, CA 94107
(415) 821-2271

Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco
Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103
December 9, 2010 Dear Ms. Turrell and Mr. Wycko, RE: Rebuild Potrero
In 1984 I moved into my first home in Parkview Heights on the Southwest side of Potrero Hill, directly across from the proposed Rebuild Potrero project, I want to share my concerns and identify what I consider important aspects of the project that need careful consideration before it is finalized. Although I am writing as an individual please take into account that I am currently the elected President of the Board of Parkview Heights and have had many members share their different concerns with me about the project. Not all homeowner agrees with everything I have

Lee Bandele

concerns about but all do share 99% of them I am also an active member of SAFE and NERT as well as the past President of Starr King Park(6yrs.). Parkview Heights was build through the Mayor's office of Housing for first time homeowners. The city of San Francisco build 120 low/middle/market rate homes here on existing open land and public housing land. I don't think anyone living here would say it was not a great success as a fully integrated housing complex, filled with people who represent all the nationalities and income levels of San Francisco. We have no crime except from outside, we pay property taxes, 70-80% work in the city. This complex, funded and supported by San Francisco was, for the City of San Francisco, a great use of the taxpayer's money and a proud reflection on a city that prides itself in 'doing it right'. As a homeowner in Parkview I have seen first hand the result of mixing low/middle/market rate homeowners and it is an overwhelming success for those of us lucky enough to live here. So will we, San Franciscans, be able to say the same with the proposed Rebuild Potrero Project as it is now proposed? I think not. Land use and land planning Looking at the current lay out of the Rebuild Potrero project's public/low income/market rate design one has to conclude that this is not mixed use, but segregated housing, comprised of rich and poor with no middle class represented. With the market rate housing far, far away from the bulk of public housing. There have been many studies world wide on segregated communities. All studies have overwhelmingly concluded it does not work. What does work is a true mix of public, low, middle and market rate housing.. Currently middle income families must move out of the city to get affordable housing. But middle income people are the people who are needed to run the city. Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103

They comprise the backbone of any city. Small business owners, administrators, nurses, EMT, firefighters, police, etc.. all are designated as middle class. But unlike the rich who can live anywhere and the poor who get the help they need to live in San Francisco, the middle class have been excluded and shut out of this unique opportunity to both live and work in the city. This is a costly error because the middle class pay the most taxes and are by everyone's account the most important class in a democratic society. Over and over again we learn that without a strong middle class of people there can be no democracy. So why have this most important segment of our city being excluded? Please find a way to make this housing opportunity available to the middle class in San Francisco. Parking spaces and the physical site of the proposed project. The current plan for less than one space per unit is not acceptable. As a 27yrs. resident of the south side of Potrero Hill, I, personally have made an honest effort to: 1. Use a bike--for a year--concluded that one can't comfortably ride a bike all the way up the hill, even after hundreds of days of using a bike to ride home from work in the San

Bruno area (Carroll Ave). 2. Use public transportation--for two years..never could count on getting to work on time, nor even having the bus driver drive the designated route late at night(yes I did report it, to no avail), and I would be told to get off the bus in a non stop area and made to walk blocks home after working late. 3. Used a car--remaining years Because of the nature of the hill and the lack of consistent, adequate on time public transportation the only practical transportation is the automobile. Conclusion: The proposed amount of parking(.5:1) will caused many people to double park, park on the sidewalk, block driveways, park in no parking zones, etc. Take it from someone who grew up in NYC, if one has a car and can't find a suitable parking space, one will park in ANY available opening, legal or not. I excluded walking because I don't know anyone who walks up and down the hill as a practical way of transportation. Land use and land use planning Current plan calls for ALL buildings to be over the city zoned 40ft limit, the least being 45ft. The plan of approximately 17 buildings (site plan diagram) requiring elevators and a height of 60 ft. and 15 buildings whose

Lee Bandele

height (site plan) could extend to 85ft. conflicts with land use and zoning laws and will greatly effect the style, feeling and type of neighborhood that is called Potrero Hill. We are not a downtown city neighborhood, but an old, 'San Franciscan' neighborhood that has been showcased in a New York Times article as a 'charming reflection of San Francisco'. I believe the New York Times got it right.

Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103
The name 'Rebuild' Potrero Hill accurately reflects the current thinking by Bridge and the City, but does not in any way reflect the thinking of the people who live on the Hill. We who live here love it and do not think it needs to be "REBUILD". Yes, the current buildings need to come down and be replaced but in a way that reflects the neighborhood and contributes to its continuing success as a great place to live.

The proposed project will forever alternate Potrero Hill and must reflect the importance of taking 39 acres of prime San Francisco land. Why does a newspaper 3000 miles away "get it" and the people who are driving this project don't? Please try and put yourself in the actual setting and come up with a better plan. I have every confidence that our city and those that run it can design a beautiful, practical neighborhood that will be a 'showcase' for how to build a better environment for city residents.

Aesthetics

a. Yes, it will have a substantially adverse impact on scenic vistas. b. The plan will remove many views that are currently available through the height of the proposed buildings and the reconfiguration of the streets. c. Yes, it will damage scenic resources by removing the mature trees throughout the 39 acres and will remove or hide rock croppings, all part of the scenic public setting. d. Yes, it will degrade the existing visual character or quality of the site and its surroundings by replacing open space with concrete and tall buildings. e. Yes, it will create substantial light and glare which will adversely affect surrounding neighbors and their property.

Population and housing

a. Induce substantial population growth directly by increasing threefold the existing number of residents and through the extension of the streets. When first proposed the project had almost 100% support of the residents of the Hill. As it progressed and the 900-1200 mixed use model morphed into the existing 1700 non mixed use model of today it lost its appeal for almost all residents who were happy to have the existing buildings replaced.

To think that the approximately 1200 residents who currently live on 39 acres with trees, grass, plenty of space and views galore would be grateful to move into two blocks (maybe 2 acres) and have the remaining space build on, leaving only one small open space for the entire complex is a disservice to those who have wanted to improve the quality of life for themselves and their family.

It also totally disregards all previous studies on building successful low income housing. Basically it creates a ghetto of the disenfranchised.

Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103

Transportation and circulation

The current plan does not have any bike lanes. Transportation will need to reflect the increase population. Currently the public transportation that services the South side of the hill is poor and needs improvement. We live on a steep hill and it is not practical to expect people to rely on public transportation to go to and from work, especially since the modern work force works 24/7 without drastically increasing and changing the way public transportation services the South side of Potrero Hill. Noise It will result in substantial, permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

It is reasonable to expect a lot more noise with the increase of over 2000

Lee Bandele

people. Cars, buses, trucks, visitors, police, ambulances, fire-trucks, etc., all will contribute to increased levels of noise. The project will also result in a substantial temporary or periodic increase in ambient noise levels existing without the project. The plan calls for YEARS of building, moving the actual earth, reconfiguring the streets, etc. All requiring a large number of trucks, bulldozers, various vehicles delivering materials, etc.

Air quality

The proposed project will result in a net increase of pollutants. Potrero Hill has a high rate of asthma due to the poor air quality. The PG&E station as well as Hwy 101 and Hwy 280 all contribute to poor air quality. Taking away 80% of the open green space and removing mature trees will impact the existing problem as they both contribute to the cleansing of the air.

The project needs to consider how to increase the green open space and the preservation of the existing mature trees. Wind and shadow wind on the top of the Hill can be substantial, 40-60-mph is not uncommon vs other areas of San Francisco. This increase in wind power is because the wind blows primarily from the west and after Twin Peaks the wind has no deterrent until it reaches Potrero Hill. I believe that buildings of 45-85 feet could cause unforeseen consequences in regard to the wind.

Recreation

Adding 2000 people will physically degrade recreational resources as well as substantially cause the physical deterioration of facilities and/or accelerated it. Public Services The project will result in substantial increase in the use of existing public services, such as fire, police protection, schools, parks and or other services.

Bill Wycko/Nannie Turrell Potrero Hill SF Master Plan EIR San Francisco Planning Department 1650 Mission St. Suite 400 San Francisco, Ca 94103

Biological resources

Currently the mature trees and large green land mass provide living space for migratory birds and their nests as well as other wild animals that make the southern part of the Hill their home. The project as it stands now will eliminate most if not all of their homes. I believe it is especially important in a dense urban area to have this wildlife as it connects us to the greater world of creatures and helps us respect all life.

Geology and soils

The project will result in substantial soil erosion and the loss of topsoil because it is only allowing less than 80% of existing open green space to be part of the new development. Hazards and Hazardous Materials Serpentine Rock. It could create a significant hazard to the public or the environment through it's routine transfer and disposal.

Potrero Hill is made up of Serpentine which when left alone causes no hazard to life. However Serpentine is composed of asbestos and when disturbed it allows the asbestos to become airborne. Asbestos is a toxic material that causes lung cancer. Extra care and testing must be constant and on going.

Remember this project is going to be ongoing for several years and much of the Serpentine will be moved and disturbed throughout those years.

I want to thank the city for giving the residents of our community a voice in this process and hope that my comments will give a broader canvas for thought on how to achieve the goal of creating a wonderful new community that will make us even prouder to be residents of this great city called San Francisco.

That we be leaders in showing how to improve the quality of life for all residents and why this such a wonderful city to live in.

Thank you, Jane Fay



Linda Marini
<lindamarini@hotmail.com>

12/12/2010 10:00 AM

To <nannie.turrell@sfgov.org>

cc

bcc

Subject FW: Potrero Hill Rebuild Project

> From: lindamarini@hotmail.com
> To: bill.wycko@sfgov.org; nancy.terrell@sfgov.org; robert@robertwindle.com
> Subject: Potrero Hill Rebuild Project
> Date: Sun, 12 Dec 2010 09:59:02 -0800
>
>
>
> As a 25 year resident of the south side of Potrero Hill, I am dismayed by the draft site plan for the 'Rebuild' of the Projects, and would sincerely hope that the contractor will be required to adhere to the stated goals and values of the City (environmenatal stewardship, open space, community neighborhoods, sweeping vistas, and residential safety). I do not see any evidence that these factors have been considered. I implore you to ensure that this opportunity to create a world class neighborhood in a world class city is supported and achieved.
>
> Linda Marini
> 16 Blair Terrace
> San Francisco, CA 94107

Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103
December 9, 2010

TO: Bill Wycko & Nannie Turrell

Re: Rebuild Potrero Project

From: Dr Michael Gorman & Dr Philip Rohrbough 11 Littlefield Terrace, SF, CA 94104
emfg@hotmail.com,philiprsf@gmail.com,415.970.0054

CC: SF Board of Supervisors, Mayor Newsome

As with many of the residents of Potrero Hill while we are pleased that the City has invested as much time and resources into planning the proposed "Rebuild potrero" project yet at the same time we remain very concerned both about the process as well key aspects of the EIR. As long term San Francisco residents, (one of us is a native), professionals familiar with planning processes, we see a number of Issues that need addressing in terms of this plan.

Briefly, we wish to express the following concerns.

1. **Process.** The process for obtaining input from residents on the hill was inadequate and insufficient to provide for the kinds of values and core vision required on a project of this scale in such a neighborhood as Potrero Hill and its environs. The process should have incorporated additional efforts to meet with residential and neighborhood groups during the course of at least a 9 month period. I am not sure why, but we were unaware of the planning department's process prior to the release of the EIR report draft. The Planning Department need reconsider how it developed its core ideas and guidelines and gather more input from communities near to the proposed redevelopment.
2. **Segregation by income, ethnicity and class.** The almost complete segregation of low income individuals and families to the far lower side of the hill violates a sense of the ostensible commitment to a truly integrated community and raises a number of stark programmatic, logistical, to say nothing of ethical issues. The current plan is NOT acceptable; different income groups need to be integrated into various sub-communities in the development.
3. **Density and Proportion of low vs. middle vs. market rate housing:** In addition to the segregation per se of low income families and housing to one section, a related issue overall has to do with density. Simply stated, the building of 1700 units on this plot of land is untenable. In addition, the building of up to 1000 – or whatever the ultimate figure – of low income housing units in this project is likewise unacceptable given the overarching framework. Of course there needs to be low income housing. And it could be understood that the number of such units might be increased, by a MODEST proportion, say 10 or 15%. But no more than this. For the

project to be truly successful there needs to be a balance and an appropriate mixture of the 3 different levels of housing proposed. In other words:

- a. The total number of units should NOT exceed 1350 units.*
- b. The total number of low income units should not exceed 670 units.
- c. The ratio of low income units to the total should be less than 50%

*We were told the original design was for 900-1200 units.

More than 1350 units, max, is UNWORKABLE IN THIS SPACE AND WOULD BE A DISASTER ENVIRONMENTALLY TO POTRERO HILL

4. Very Insufficient parking: We are concerned about the lack of parking. At the EIR presentation, one of the planners indicated that currently the projects have about .6 parking spaces per house. This is in all likelihood less than even current needs and woefully less than a development where presumably at least half of the residents are likely to be middle class, to have more vehicles AND ARE AT LEAST AS LIKELY AS NOT TO BE EMPLOYED OUTSIDE OF THE CITY OF SAN FRANCISCO. Given the location of Potrero Hill and the redevelopment minutes from the intersection of 101 and 280, and the almost certain growth of jobs down the Peninsula and in Silicon Valley, it is imperative that a parking plan be REALISTIC. *In addition of creation of needed retail space will likewise increase the need for parking. The ratio of parking spaces to housing units should be at least 1.25.*

5. Height. In general buildings should be no higher than the general city limit of 45 feet. The proposed height limits of buildings of 85 ft or even 60 ft are in conflict with general City specifications and are especially out of place on Potrero Hill. The possibility of up to 15 buildings at a height of 85 feet violates and must be revised downwards.

6. Green Space: The allocation of green space was woefully insufficient and more green space needs to be on the perimeter

7. Senior Housing. Despite considerable need for senior housing in San Francisco, and a demand that will only grow in the decades ahead, we found it astonishing that nowhere in the plan was any proposal for senior housing. We propose that at least 5 % of the housing units overall be allocated for seniors.

m gorman email

mike g <emfg@hotmail.com>
12/10/2010 03:53 PM To
<nannie.turrell@sfgov.org>, <bill.wycko@sfgov.org>
cc
<jnfy@aol.com>, rick piguet <r.piguet@comcast.net>,
<mike.gorman@sjsu.edu>, Mike Grmn <mikksf@gmail.com>
bcc

Subject

Comments on Potrero Hill Redevelopment Project : Response to EIR Report

Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103
December 9, 2010

TO: Bill Wycko & Nannie Turrell

Re: Rebuild Potrero Project

From: Dr Michael Gorman & Dr Philip Rohrbough 11 Littlefield Terrace, SF,
CA 94104
emfg@hotmail.com, philiprsf@gmail.com, 415.970.0054

CC: SF Board of Supervisors, Mayor Newsom

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m gorman email

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San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103
December 9, 2010

TO: Bill Wycko & Nannie Turrell

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- c. The ratio of low income units to the total should be less than 50%

*We were told the original design was for 900-1200 units.

More than 1350 units, max, is UNWORKABLE IN THIS SPACE AND WOULD BE A DISASTER ENVIRONMENTALLY. TO POTRERO HILL

4. Very Insufficient parking: We are concerned about the lack of parking. At the EIR presentation, one of the planners indicated that currently the projects have about .6 parking spaces per house. This is in all likelihood less than even current needs and woefully less than a development where presumably at least half of the residents are likely to be middle class, to have more vehicles AND ARE AT LEAST AS LIKELY AS NOT TO BE EMPLOYED OUTSIDE OF THE CITY OF SAN FRANCISCO. Given the location of Potrero Hill and the redevelopment minutes from the intersection of 101 and 280, and the almost certain growth of jobs down the Peninsula and in Silicon Valley, it is imperative that a parking plan be REALISTIC. *In addition of creation of needed retail space will likewise increase the need for parking. The ratio of parking spaces to housing units should be at least 1.25.*

5. Height. In general buildings should be no higher than the general city limit of 45 feet. The proposed height limits of buildings of 85 ft or even 60 ft are in conflict with general City specifications and are especially out of place on Potrero Hill. The possibility of up to 15 buildings at a height of 85 feet violates and must be revised downwards.

6. Green Space: The allocation of green space was woefully insufficient and more green space needs to be on the perimeter

7. Senior Housing. Despite considerable need for senior housing in San Francisco, and a demand that will only grow in the decades ahead, we found it astonishing that nowhere in the plan was any proposal for senior housing. We propose that at least 5 % of the housing units overall be allocated for seniors.

Marsha Walker email

"Marsha" <marsha@hayeswalker.com>
12/05/2010 09:12 PM To
<nannie.turrell@sfgov.org>
cc

bcc

Subject
12-5-10 Comments on EIR for Rebuild Potrero Project

Dear Ms. Turrell:

My comments on the EIR for the Rebuild Potrero Project are very specific and to the point. I am a member of the 900 Block neighbors safety organization, and we are all interested in the direction this project has taken, and several of us have attended the project meetings. We view it as an improvement and an upgrade, with the exceptions being the items listed below. Although several of my block neighbors share my views, as well as some of the current residents of the public housing project, I write my own thoughts but have asked my neighbors to contact you with their individual comments.

My number one concern and strongest request from the time we were included in this project (after it had its current design) is to reduce the extreme density of 1,700 units planned to 1,200 units. That's almost triple the number of existing units as well as at least double or more the number of residents. We were told that this density equals the density of the surrounding neighborhood, but that doesn't sound right, when we have single family units, dual family units and a "few" (very few) 4 to 6 unit buildings. You will replace one ghetto with another that just looks better at the beginning. The public housing residents don't want that any more than we do, but I notice they don't speak up as much as I do.

Further, the market rate units will not sell if they overlook an area of dense public housing that is approximately 1,200 units. The architectural model (I am an architect and construction manager, so I know what I am seeing) shows a bunch of crackerboxes jammed together for the public housing. In 6 months, they will look trashy if packed so densely, and the grounds will be a mess, just as they are now. Lower density decreases tensions in public housing and gives people greater pride in their dwellings. The Bay Street project is a good example of that coupled with good management by Bridge Housing.

The project staff says that the large number of units is needed to fund the project, but we believe the project can be just as successful at 1200 units and probably more attractive to funding sources because it's a more hospitable environment. Other smaller projects have been built in San Francisco with fewer units and residents. We just don't think this excessive number of units are needed, and I request that they be reduced to 1,200. The project understandably defend strongly their reasons for the total number of units, but I do not share their rationale.

1. I and others support the project and view it as an improvement and upgrade, with some exceptions related to density.
2. I and others believe the proposed density increase from 606 units to approximately 1,700 will overwhelm city services and overload the neighborhood with too many cars and people in a small space, despite the changes in street layout. (Project residents have agreed with me on this when I have spoken in previous project meetings.) Such great density is not conducive to creating a pleasant living environment for project

Marsha Walker email

residents or the Potrero Hill neighborhood and will create greater social tensions and street congestion. Would YOU want 1700 units starting at the end of YOUR block and surrounding part of YOUR neighborhood? I don't think so.

3. I (we) request that density be reduced to 1,200 units, and the parking increased to provide more adequate parking for a realistic number of cars for 1,200 units instead of .5 car/unit as now proposed. for 1,700 units. The extra cars residents will have will be parked on the grass alongside the trash they dump on the ground in anger for being unable to park their cars.

4. Reducing the number of units to 1,200 will provide more open space throughout the project instead of locating it in a central location as currently proposed.

5. The original plan was to have 1/3 public housing (606 units to replace existing), 1/3 subsidized rental or (we hoped) purchase, and 1/3 market rate. Now we hear that it's 2/3 "rental" and 1/3 market rate units. Purchasers of market rate rental don't want their view to be 1,200 units of public housing, even if it is new. It will age as all things do.

6. Include street planning for 26th Street to prohibit all parking from Wisconsin St. to Vermont St.

7. Include more specific street planning--but not islands--to reduce congestion--in the entire project. Especially plan traffic patterns to avoid creating more congestion on Wisconsin Street.

8. Reduce heights from eight stories through reduction of units.

9. Commit to fixing the Muni route scramble that currently exists, so that bus lines cover the hill better as the 48 and 53 used to do. Focus on distributing traffic around the hill, including helping Wisconsin Street, which is already too much of a thoroughfare with choking diesel dust and bus noise.

I ask that my request be given full consideration and that the total number of units be reduced to 1,200.

tThank you for the opportunity to share my comments with you.

Respectfully submitted,

Marsha Walker
959 Wisconsin St.
San Francisco, CA 94107
415-282-2244
408-205-9522 cell



"Marsha"
<marsha@hayeswalker.com>

12/05/2010 09:12 PM

To <nannie.turrell@sfgov.org>

cc

bcc

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Respectfully submitted,

Marsha Walker
959 Wisconsin St.
San Francisco, CA 94107
415-282-2244
408-205-9522 cell



Tulio Meza
<tuliomeza@yahoo.com>
12/10/2010 03:03 PM

To Bill.wycko@sfgov.org, nannie.turrell@sfgov.org
cc Tulio Meza <tuliomeza@yahoo.com>, Tom Hartman
<tomh2001@yahoo.com>
bcc
Subject Fw: Rebuild Potrero EIR Comments

The following is also attached as an MS Word DOC and an Acrobat PDF file....

Tulio Meza & Thomas Hartman
1127 Wisconsin Street
San Francisco, CA 94107

December 9, 2010

Bill Wycko, Environmental Review Officer
Potrero Hope SF Master Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko:

As homeowners and residents of the 1100 block of Wisconsin Street (on the east side of the street, immediately adjacent to the Potrero Hill neighborhood), we are writing to identify important aspects of the Rebuild Potrero project that we believe must be addressed in the Environmental Impact Report (EIR).

The CEQA areas which we believe should be included in the EIR and which the developer should engage in better collaboration with the community on the following:

Aesthetics

Vistas – Currently residents on 23rd Street (between Arkansas and Wisconsin Streets) and both sides of Wisconsin Street have wonderful views of San Francisco Bay and morning sunshine from their homes. There are also many wonderful public views of the area. These views and morning sunlight greatly contribute to the quality of life for community residents and are a major reason why people want to live on Potrero Hill. The buildings in the proposed plans will block many of those views and morning sunlight. Also, the 1100 block of Wisconsin Street will not only lose their bay views and morning sunlight, but will also lose their privacy as the private areas of the proposed new buildings and vice versa. We are not interested in losing existing bay views so we can see our own backyards and bathrooms and they look into ours. Please include in the study exactly whose views will be affected and how destroying these views will have a permanent negative effect on the community. There is no way we will support any project that will destroy these views.

Consistency – Currently most of the buildings in the community are small-scale, even single family homes, and the current maximum is 3 or 4 stories tall. Some of the proposed buildings are very large and as tall as 8 stories! They are more appropriate for the Bay areas of San Francisco. This is totally out-of-character for the Potrero Hill neighborhood.

Land Use/Planning

Distance from Services – With a proposed net increase of 1,100 housing units to a total of 1,700, the proposed 10,000 people will be living in the area.

not sufficient. And with most services farther than walking distance, even more people will be forced to drive. Including retail establishments) would be ideal. If there's concern on the part of the developer that more retail won't be successful retail space so it can easily be converted to residential or live/work space later if needed?

Noise

Short-term During Construction – What will be done to mitigate the noise levels in the neighborhood during construction? Pile drivings are GREATLY preferred instead of driven piles due to the extreme noise levels created by pile drivers. Remember that noise from pile drivers is unacceptable. How early in the morning and how late in the day will the noisy aspects of construction be determined with community input?

Long-term – With increased density (a total of 1,700 units), the community will have increased noise levels from people in the long-term?

Population/Housing

Mixed-Income – We understand that the proposed “mixed-income” model for the project site is market-rate, below market rate to support this model. It's a way to provide sorely needed housing for lower income residents, with a way to pay for it. But the project is divided into sections that will fully separate the three income groups. This is NOT truly MIXED-income. We understand that the project is in desirable locations (i.e. with views), but the developer needs to be more creative and determine a way to mix all 3 in the same section. Lower income residents of the project site should not be further ghettoized.

Transportation/Traffic

Parking – Currently, the amount of off-street and on-street parking in the project site is sufficient for the underutilized parking spaces. A brochure (<http://www.rebuildpotrero.com/pdfs/RP-Brochure.pdf>) states that there are “0” (zero) off-street parking spaces and the number of on-street parking spaces. When presented this way, the proposed 700-850 off-street and 600-640 on-street parking spaces is a misleading comparison. Once the proposed 1,700 total units are fully occupied, the proposed number of off-street and on-street parking spaces will be insufficient. This will create parking problems for the rest of the community, and increase traffic due to people driving in search of parking. An accurate count of existing off-street and on-street parking spaces is taken for the project site and include this in the study. The study will affect community parking and traffic.

We greatly appreciate the opportunity to express our concerns on the proposed Rebuild Potrero redevelopment. We look forward to the process continues. Thank you for your time and consideration.

Sincerely,

Tulio C. Meza
Thomas C. Hartman



RebuildPotrero_EIR_Letter_TH.doc RebuildPotrero_EIR_Letter_TH.pdf

Tulio Meza & Thomas Hartman
1127 Wisconsin Street
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Long-term – With increased density (a total of 1,700 units), the community will have increased noise levels from people and traffic. How will that be mitigated in the long-term?

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Bill Wycko
December 9, 2010
Page 3

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A handwritten signature in black ink, appearing to read 'Tulio C. Meza', with a long horizontal line extending to the right.

Tulio C. Meza

A handwritten signature in black ink, appearing to read 'Thomas C. Hartman', with a long horizontal line extending to the right.

Thomas C. Hartman

Tom Hartman email

Tom Hartman <tomh2001@yahoo.com>

12/10/2010 03:00 PM To

Bill.wycko@sfgov.org, nannie.turrell@sfgov.org

cc

Tulio Meza <tuliomeza@yahoo.com>, Tom H <tomh2001@yahoo.com>

bcc

Subject

Rebuild Potrero EIR Comments

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San Francisco, CA 94107

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Tom Hartman email

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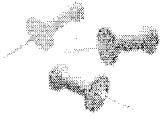
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Tom Hartman email
you as this process continues. Thank you for your time and consideration.

Sincerely,

Tulio C. Meza
Thomas C. Hartman



Bill Wycko/CTYPLN/SFGOV
12/04/2010 10:17 AM

To Nannie Turrell/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Parkview Heights concerns (part 2)

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 12/04/2010 10:17 AM -----



weisslaw@aol.com
12/03/2010 04:21 PM

To bill.wycko@sfgov.org
cc parkviewhomeowners@yahooogroups.com
Subject Parkview Heights concerns (part 2)

Hi again Bill,

I just read from a neighbor that the current plan to re-do Potrero Terrace has changed from the one I initially reviewed. According to the neighbor, the number of low income units (currently 600 +) will be increased to 1,000, where the plan I reviewed kept the same low income at 600+, and the remaining number of units were to be other levels of income. Is this true? If so, it seems counter-intuitive. Given the level of criminal activity that has historically plagued Potrero Terrace and the neighborhood, this new development needs to attract people of a variety of socioeconomic backgrounds, not just the poor. Otherwise, it is just a redux of what is there now.

I also originally understood that the different income units would be integrated, not segregated, but this neighbor said that the units were to be segregated with the low income units clustered closest to the Parkview Heights units, and the other levels of income in another location. I don't know that this is true, but if it is, that would be unwise and even discriminatory. From everything I have ever read/understood about these "new public housing developments," integration and blending is the key to avoid them from once again becoming "slum projects."

Thank you,

Michael Weiss
1439 DeHaro

Michel Weiss email part two

Bill Wycko/CTYPLN/SFGOV

12/04/2010 10:17 AM To

Nannie Turrell/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject

Fw: Parkview Heights concerns (part 2)

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 12/04/2010 10:17 AM -----

weisslaw@aol.com

12/03/2010 04:21 PM

To

bill.wycko@sfgov.org

cc

parkviewhomeowners@yahoogroups.com

Subject

Parkview Heights concerns (part 2)

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Thank you,

Michael Weiss

1439 DeHaro

Michael Weiss email

Bill Wycko/CTYPLN/SFGOV

12/04/2010 10:20 AM To

Nannie Turrell/CTYPLN/SFGOV@SFGOV

CC

bcc

Subject

Fw: Concerns from Parkview Heights re: EIR on Redevelopment of Potrero Terrace

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 12/04/2010 10:20 AM -----

weisslaw@aol.com

12/03/2010 01:30 PM

To

Bill.Wycko@sfgov.org

CC

Subject

Concerns from Parkview Heights re: EIR on Redevelopment of Potrero Terrace

Hi Bill,

As a homeowner in the Parkview Heights complex adjacent to Potrero Terrace, I wanted to express my support for the redevelopment of Potrero Terrace from the scary public housing slum that it is today to a more thoughtful residential development that includes a mix of incomes, a mix of owners/renters, and a mix of uses.

That said, I would hope that the Planning Department would not permit the enormous number of units proposed but rather something rather scaled down. I am concerned about overdevelopment, over-density, insufficient parking, traffic, congestion, insufficient open space, and insufficient commercial uses.

I moved to this neighborhood in 1998, and love it but for the fact that there is no retail at all, little open space, and nothing to walk to. The creation of useable open spaces, retail stores, restaurants, and cafes, would go along way into helping this neighborhood thrive in a way it has never been able to before. I also hope that some of the housing units will be set aside for seniors.

This is a golden opportunity, and I join with other neighbors in making these recommendations in the spirit of wanting the project to be as successful for everyone as possible.

Thank you.

Michael Weiss

1439 De Haro



Monisha Mustapha
<monisha.mustapha@gmail.com>

12/10/2010 12:48 PM

To nannie.turrell@sfgov.org, Bill.wycko@sfgov.org

cc

bcc

Subject Public comment to RebuildPotrero EIR scoping

Attached is my letter regarding EIR considerations I would like to see addressed by the developer and architects of Rebuild Potero.

Thank you for your attention,

Monisha Mustapha (Potero Hill resident)

The art of awareness is the art of learning how to wake up to the eternal miracle of life with its



limitless possibilities. --Wilfred Peterson EIR Considerations RebuildPotrero.doc

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Potrero Hope SF Master Plan EIR

December 8, 2010

To Whom It May Concern:

As a neighbor and active community member living in Parkview Heights on the south side of Potrero Hill, I am writing to identify aspects of the Rebuild Potrero project that are important to address in the Environmental Impact Report.

The developer should be required to engage in better collaborative community design in the following CEQA areas:

Aesthetics

The proposed redesign is not in keeping with character of the current surrounding community. Currently, we have sweeping views of the inner part of San Francisco Bay from multiple street corners and private residences in the area; the proposed development would cut off many of these public vistas to the detriment of all residents – those currently residing in the area, and those that would be moving in to the proposed redevelopment.

Air Quality

Potrero Hill has one of the highest rates of pollution in San Francisco, resulting in a high rate of asthma and other breathing difficulties for local children and seniors. Taking away the over 20 old growth trees in the proposed development site would significantly impact the existing problem as these mature trees are much better at absorbing air-borne pollutants than the numerous saplings proposed in the existing design. My neighbors and I believe it's vitally important for the proposed project to mitigate this impact by preserving as many of these mature trees as possible.

Biological Resources

When viewing an aerial photograph of the current public housing area, I was struck by how much open and green space currently exists, in marked contrast to the architecturally rendered drawings of the redevelopment. Although Bridge Housing maintains that there is currently zero percent usable open space, my neighbors and I believe that to be untrue as we have seen many children playing in these open areas and we have seen a number of neighbors cultivate gardens. Additionally, I have observed several species of birds, including red-tailed hawks, parrots, sparrows, hummingbirds and doves use the mature trees as resting and

nesting sites. I believe the EIR should address mitigation for the wildlife that would be affected during and after the construction of the new development.

Land Use/Planning

The proposed plan involves increasing the density of the area from 606 housing units to 1700 housing units with an inadequate amount of space set aside for a retail corridor. The amenities on the southern side of Potrero Hill are scarce at present and my neighbors and I strongly believe that the area should be designed to include, at minimum, an accessible produce/grocery market and a café or coffee shop that could serve as a neighborhood hub (as Farley's café does for the north side of Potrero). Such amenities are essential to increase the quality of life for current residents of public housing and other residents on this side of the Hill, and should also serve developers well in attracting middle and upper-middle class homeowners to the new development. Again, collaborative community design would serve the developers well.

Population/Housing

The current Plan will not result in a truly- integrated, mixed-income community that includes public-housing residents, since the Plan is to shift the current 606 public-housing units, currently spread over the 33 acres of the site, into a single, dense, two-block area at the southern-most portion of the site. My neighbors and I believe that this plan will do a great disservice to the existing public-housing residents, crowding them into an area with minimal access to services and amenities, and setting them apart into a stigmatized zone. In this regard, instead of taking the opportunity to correct one of the primary wrongs and liabilities of the current situation, this plan threatens to reproduce and exacerbate that wrong.

Public Services

Recent reductions in MUNI service have made the situation worse in this part of San Francisco. We are concerned that the City's general standard of 0.5 parking spaces per unit is not appropriate to this neighborhood, and should not be adopted without careful consideration of the special transit challenges here such as steepness of streets and the number of elderly and disabled who cannot rely on walking or bicycling to get to their desired destinations.

Transportation/Traffic

As mentioned previously, the 0.5 parking spaces per unit may work in the rest of the City, where MUNI and BART are available, but in this area of Potrero Hill, we do not have those luxuries. Additionally, a number of people from outside of the community take advantage of free parking to park in our neighborhood when commuting via Caltrain.

One concern I have is that Bridge Housing may be considering our accessibility to Caltrain and the 101 and 280 freeways as a selling point for middle and upper middle class commuters to purchase market-rate housing in our community so that they can easily commute to jobs in the peninsula and elsewhere. These

people would not, then, be integrated into the current fabric of the neighborhood, and would just be contributors to ever-growing transportation and traffic problems.

Summary

I have participated in many of the community focus groups, town hall meetings and community-building activities sponsored by Bridge Housing and believe they are doing their best to involve the community. I believe they can do better; and I believe they will do better as the community takes more initiative to engage in the process of redevelopment in our area of Potrero Hill.

A number of my neighbors have been meeting, and will continue to meet, to identify our individual and collective concerns regarding the proposed redevelopment. Our hope is that we can come up with workable solutions to the issues we identify with the existing Master Plan as drafted by the architects working with Bridge Housing. We believe a collaborative design will ultimately achieve both developer's goals and the community's desires.

Thank you for your attention.

Sincerely,

Monisha Mustapha
85 Caire Terrace (Parkview Heights)
San Francisco, CA 94107

O'Conner email

Raymond O'Connor <oconnor@sacredsfs.org>

12/08/2010 10:21 AM To
nannie.turrell@sfgov.org
cc

bcc

Subject

Letter to SF Planning Department re. Potrero Hill Public Housing

Dear Ms. Turrell,

I mailed the following letter to Mr. Wycko today concerning the redevelopment of the Potrero Hill Public Housing Area. I want to share it with you as well.

Thanks,

Raymond O'Connor

1483 Kansas Street | San Francisco, CA 94107-3243
415 821-3924 (home) | 415 345-5817 (work) | 415 577-5412 (cell)
415 931-9161 (fax)

Raymond O'Connor

1483 Kansas Street
San Francisco, CA 94107

Bill Wycko

San Francisco Planning Dept
1650 Mission St, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko

Wednesday, December 8, 2010

I write about the Environmental Impact Report (EIR) for the forthcoming Potrero Hill Public Housing remodel. Currently the public housing cries out for attention and renovation. I am aware of the planning that has taken place in the past three years. However, what was first proposed is not what is being done. I, and many others, have the following concerns:

1) density: The proposal is for "up to" 1700 homes vs. 609 at present is nearly a three-fold increase! This kind of density will have a negative impact on the surrounding community where I live! The number of homes must be decreased and they must be equally tiered or mixed housing. Only this will adequately deal with the quality of living issues in the area and the high rate of criminal activity.

2) parking: The proposal is something like 0.7 parking spaces per unit, apparently based on "current" occupancy estimates - mostly low income folks, many of whom do not have cars. This seems inadequate especially where there will be market rate housing and where many people, likely to live in these new homes, will NOT work in San Francisco! This ratio assumes that not everyone will have a car, or that people work in San Francisco, which may not be the case. When the recovery eventually happens, many who work on the peninsula and the South Bay (Silicon Valley) will seek housing in SF. The ratio should be at least 1.25, especially given the increase in retail.

O'Conner email

3. HOUSING:

a) The segregation of low income units - and the issues attendant to this kind of segregation - in the southern part of the proposed development vs. being distributed throughout contravenes many international design and planning principles about these kinds of housing projects and is a recipe for the very problems we are trying to eradicate or scale back. In addition, it seems a kind of thinly veiled discrimination.

b) The number of proposed low income homes - possibly more than 1000 if one reads the fine print - combined with the aforementioned segregation - has serious environmental, sociological, communal and other impacts. Of course the low-income housing units need to be part of the plan and one could understand the desire for a modicum of increase in the number of such units (say 10% or 15%) but not 80 or 90 % or 100% depending on the interpretation given by the planning department.

I certainly the SF Planning Department takes these concerns seriously and prevents the development of another public housing nightmare that currently exists.

Sincerely,

Raymond O'Connor
(415) 577-5412



patricia hunting
<patriciahunting@gmail.com>

12/08/2010 10:33 PM

To nannie.turrell@sfgov.org

cc bill.wycko@sfgov.org

bcc

Subject COMMENTS ABOUT EIR MEETING FOR REBUILD
POTRERO

Patricia Hunting
1512 25th St.
San Francisco, CA 94107

Nannie Turrell/Bill Wycko
San Francisco Planning Dept.
1650 Mission St., Ste. 400
San Francisco, CA 94103

Dec. 7, 2010

Dear Ms. Turrell and Mr. Wycko,

As a resident of Potrero Hill, I am writing in response to "Rebuild Potrero." While I am very supportive of the plans, I have some genuine concerns that I don't feel the present project addresses. I shall follow "CEQA."

AESTHETICS: Consistency with the community's design/Visual character/Scenic vistas/Tree Removal/Overall site quality

To me, Potrero Hill is a unique, historical and colorful neighborhood within a high-density city. The hodge-podge of unusual houses, maze-like streets, red-tiled roofs of the projects, sweeping views of the bay, and the beauty of mature, green trees all add to the charm. I bought a one-bedroom cottage, finding it quaint in a big city. I moved away from Nob Hill specifically to get away from high density.

While the proposed design is attractive and would be appropriate in an undeveloped area, it has absolutely nothing whatsoever to do with the style of our neighborhood. It smacks of a college campus with cookie cutter buildings. Proposing up to 8 story buildings will change the character of this neighborhood forever. How can they possibly "blend in" with the 4 story buildings at a higher elevation? To give you a perfect example of new construction gone wrong, look at 1516-1518 25th St. at the corner of Texas. It soars above all the rest of the buildings on 25th St. and is only 40 ft. high. According to the map, two of the buildings of up to 8 stories would be built on the opposite corner at the same elevation, dwarfing this hideous, new structure. I can only imagine that my tiny cottage will be in the shade from mid-morning on. Additionally, from the looks of the drawings, many of the buildings have enclosed courtyards. This is exclusive and also means that neighbors will be looking across the courtyards into each other's windows. We keep having meetings about community building, and the exclusivity of the design does not lend well to this concept.

The removal of mature trees is really a shame. Our hill straddles two freeways and has PG&E's red chimney spewing black dust into our homes. We already have high rates of asthma here. These old trees help absorb pollution. Newly planted trees need at least 10 years of growing before providing shade and greenery. Brand new neighborhoods often look sterile for the lack of established vegetation. Suggestion: find a way to save the older trees and bring as many back as possible.

AIR QUALITY

With 1700 proposed units almost tripling the existing number, traffic is going to be very heavy, especially

during commute times. 25th St. to Pennsylvania, Connecticut to Cesar Chavez, and 26th St. to Cesar Chavez are the main outlets for all of these units. 25th St. between Texas & Pennsylvania is very steep, has a stop sign in the middle, the 48-bus line, and 18-wheelers regularly coming and going. In the past 7 years, it has become increasingly busy, with the addition of new condos being built on Mississippi St. With 1700 units we'll have at least 3,400 new residents, maybe more, depending on how many live in each unit. I cannot imagine how that many people are going to get in and out of the neighborhood with these 3 small streets serving as the main thoroughfares. With added cars come added pollution and a lot of stop/go fumes.

LAND USE/PLANNING

General Plan Consistency—Not consistent with surroundings or even within complex --high-rise & low rise.

Distance from services—My idea of services is something similar to 18th and 20th Streets—with restaurants, a café, some small shops, and perhaps a pharmacy, a drycleaner, and a grocery store like Goodlife. I have a feeling this isn't going to happen, with less than 3/4 of an acre designated out of the total 33 acres. A retail corridor gets people out of their homes, to socialize. It makes a neighborhood feel alive. Otherwise, you become a commuter neighborhood where very few people know one another. I will still have to get in my car and drive somewhere for most things that I need. That means that the potential 3,400 newcomers will have similar needs. Up until now, I do not feel safe on the muni lines running through the neighborhood, particularly at night. I bought my first car at age 35 when I moved here. I WANT TO BE ABLE TO SAFELY WALK "SOMEWHERE!!" Let's make south Potrero feel like a destination!

NOISE—Heightened density means heightened traffic noise and human noise, not to mention construction.

POPULATION—Potential to triple existing population seems like a lot of extra bodies to me. Do we have enough schools for this many kids? Jobs will be created from retail and services; this could be very beneficial. In terms of demographics, plans show public, senior, low income and market rate housing. What about the middle class??

PUBLIC SERVICES

Increases urban-wild land interference??? Now 660 units on 33 acres, plenty of open space and greenery. 1700 units later on the same space with the folks in the 660 units now crammed into 2 blocks? Hmm...

Impacts to response times for emergency services: We have crime issues now and response is fairly quick, but with triple the people, I foresee the need for an increase in these services.

RECREATION—I would like to see more of a balance between retail and recreation. Recreation already has a large space and I am not sure that we need 7 acres.

TRANSPORTATION—operation overload!! See comments in AIR QUALITY about current streets. If we are supposed to be green, then safe public transport will need to be increased, in order to manage increased volume. Biking up our hill is for the very most fit--this is reality. With not enough parking allotted, who can come to our new "destination?" Consider underground parking for each building with at least 1 space per unit, not .50!! We will probably need traffic lights on 25th between Texas and Pennsylvania. Consider a roundabout like they use in Europe to keep cars flowing rather than having to stop and go.

UTILITIES/SERVICE SYSTEMS

Underground electrical lines? Yes! And please extend this to all "fringe streets" of existing neighbors. Upgrade sewer/water. Absolutely, ditto with the above statement!! Sustainable planning measures: Could "the fringe" piggy-back on green-friendly upgrades being made in the new development? The SF

Solar meeting in the Bayview suggested making green power grids with neighbors nearby to help lower costs.

Opportunities for renewable power? We have plenty of sun and wind. We could collect rain in winter for use in dry season; we could turn human feces into compost. It is already being done. Maybe we could become the first in-city, off-grid neighborhood. Watch documentary, "Garbage Man." (Available in our library).

In conclusion, I realize that there is always a bottom line to meet. The idea that "anything is better than what we have now," is not necessarily true. Tripling the population is not healthy for any of us. Please rethink heights and density. We are not downtown. One last suggestion: please have architects build a mini-model of this project with the hills and elevations, so that the "visually challenged" could get a more realistic idea of what to expect. This would be very helpful. It could later be used as "art" in a community building.

Thank you for your time and consideration.

Sincerely,

Patricia Hunting

william Owen email

William Owen <bill@owenmed.com>

Sent by: owenmed@gmail.com

12/06/2010 12:24 AM To
nannie.turrell@sfgov.org

cc

Malia Cohen <malia.cohen@sfgov.org>, Malia Cohen <malia@electmalia.org>,
Ben Golvin <ben@ecbsf.com>

bcc

Subject

Reduce Rebuild Potrero Units to 1200 Maximum

Bill Wycko
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko,

As a 24 year resident of the 900 block of Wisconsin Street, which borders the northern edge of the Potrero Terrace housing project, I am supportive of the effort of Bridge Housing to rebuild Potrero Terrace and Annex. I am also a member of the 900 Wisconsin block organization, a very active group of neighbors who are concerned about the direction in which the reconstruction of the Potrero Terrace and Annex projects is going. However, let me state that my thoughts in this letter represent my own views and do not necessarily represent the views of our block organization.

It is obvious to everyone, and has been for many years, that the current Potrero Terrace and Annex is a blight on our community and a breeding ground for criminal activity. I believe, and I know that many of my neighbors would agree with me, that the overall plan to replace the current projects is a good one, particularly the concept of restoring a standard San Francisco-style "grid" pattern to the neighborhood and of using a third party with a proven track record, Bridge Housing, to manage the project before, during and after its completion.

However, I do have some concerns about the current Rebuild Potrero plan that I would like to share with you. My main concern is that the redevelopment area will not be able to support a housing density as high as the 1,700 to 1,800 units that has been mentioned in some of the community meetings attended by several of the residents of our block. Many of our residents believe that a maximum of 1,200 units would be a much more realistic target for Rebuild Potrero, with 606 of those being replacement units for the current subsidized dwellings and the remainder designated as homes to be sold at market rate.

If a reduction to 1,200 units is deemed to be financially untenable (and I would recommend having an independent auditor check the statistics on that), then I suggest that there should be a division of the units into the three categories that the residents of the 900 block of Wisconsin Street were led to believe would be the case when the reconstruction of the projects was originally proposed to us. These categories would be (a) 606 units of fully subsidized dwellings; (b) 600 units of market rate homes; (c) 400-600 units of homes dwellings that would be owner-occupied but where the price of the home would be capped and/or subsidized and ownership restricted to persons below certain determined income levels.

The model of this third (c) class would be similar to that of Parkview Heights, a "Planned Unit Development" of 120 town homes built in 1984 under a partnership between the City & County of San Francisco and private

William Owen email

developers and which replaced another part of Potrero Terrace that had been scheduled for demolition and reconstruction. Due to the concept of "pride of ownership", Parkview Heights has been enormously successful and has allowed both residents of the former project it replaced along with lower middle income San Francisco to form a vibrant, clean and safe community.

The other concerns I have revolve around infrastructure: Potrero Hill is the sunniest (and one of the windiest) areas in the City. With our proximity to polluting power plants in our backyard, how much is being done to insure that Rebuild Potrero will take advantage of renewable energy resources?

Will parking be adequate to support 1,200 to 1,800 residences? MUNI service to Potrero Hill has been cut drastically in recent years. In the 900 block of Wisconsin Street, for example, until last year we had 3 bus lines, Routes 19, 53, and 48. Now we have only one, Route 10. Recently, one of our senior residents had to walk up a steep hill in the darkness and cold when she discovered that late evening service on our block's only bus line, Route 10, ceases service early in the evening. What is being done to insure that MUNI service will be adequate for both the new residents and for those of us who are neighbors of Rebuild Potrero?

Several of our block's residents work in Silicon Valley and must take CalTrain to get to their jobs. They would like to be able to walk safely and quickly from Wisconsin Street to the CalTrain 22nd Street station. This is currently a dangerous undertaking, both from a physical hazard standpoint (currently a muddy trail down a steep slope) and from a criminal danger viewpoint (inadequate lighting in a high crime area of San Francisco). I would like you to encourage Bridge Housing in cooperation with the City & County of San Francisco, as a goodwill gesture to the residents of the blocks north of the redevelopment area, to begin immediate planning, funding and constructing of a well-lighted wide landscaped stairway from Wisconsin Street through the Potrero Hill Recreation Center property. The first portion of this landscaped staircase should be constructed within the next six months as far as Missouri Street. The remainder of the pathway, from 22nd & Missouri Streets down to 22nd & Texas Streets, would be constructed later as part of the Rebuild Potrero reconstruction.

As a physician in private practice in San Francisco for 31 years, I am concerned about the health of my patients as well as the health of our community. And yet I have not heard anything about how Rebuild Potrero intends to address the health care needs of its residents. How is this being addressed?

Both residents of the new project and those of us who are neighbors should have access to a market that sells healthy foods, including fresh fruits and vegetables. What is being done to make sure that commercial spaces in the redevelopment area are occupied by businesses that will support healthy nutrition choices and not sell junk food, thereby contributing to the epidemic of obesity that particularly affects the people who can least afford the consequences of metabolic syndrome?

We have a nearby park, Potrero Hill Recreation Center (PHRC), that is in chronic and desperate need of repair and redesign. I know that some spaces for recreation have been designed into the Rebuild Potrero plans. How can a restoration of PHRC be incorporated into the recreation plans for Rebuild Potrero so that we can look forward to a coherent plan of parks that will benefit both redevelopment area residents and neighbors?

Thank you for the opportunity to share my concerns with you about the housing density and infrastructure for the proposed Rebuild Potrero

william Owen email

project. Please feel free to contact me if you have any additional questions.

Sincerely,

William F. ("Bill") Owen, Jr., M.D.
950 Wisconsin Street
San Francisco, CA 94107-3349

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mobile: +1 (415) 867-4252
office: +1 (415) 861-2400
home/fax: +1 (415) 826-2449



William Owen
<bill@owenmed.com>
Sent by:
owenmed@gmail.com

12/06/2010 12:24 AM

To nannie.turrell@sfgov.org

cc Malia Cohen <malia.cohen@sfgov.org>, Malia Cohen
<malia@electmalia.org>, Ben Golvin <ben@ecbsf.com>

bcc

Subject Reduce Rebuild Potrero Units to 1200 Maximum

Bill Wycko
1650 Mission Street, Suite 400
San Francisco, CA 94103

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neighbors?

Thank you for the opportunity to share my concerns with you about the housing density and infrastructure for the proposed Rebuild Potrero project. Please feel free to contact me if you have any additional questions.

Sincerely,

William F. ("Bill") Owen, Jr., M.D.

950 Wisconsin Street

San Francisco, CA 94107-3349

email: bill@owenmed.com

mobile: +1 (415) 867-4252

office: +1 (415) 861-2400

home/fax: +1 (415) 826-2449



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
700 Heinz Avenue
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

RECEIVED

DEC 15 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

December 8, 2010

Nannie Turrel
City and County of San Francisco
1650 Mission Street
San Francisco, California 94103-2479

Dear Ms. Turrel:

Thank you for the opportunity to comment on the Notice of Preparation (SCH #2010112029) for the Potrero HOPE SF Master Plan draft Environmental Impact Report (Draft EIR). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

DTSC understands that a Draft EIR will be prepared for the project. Based on the historic assessment contained within the Draft EIR, soil sampling may be needed to characterize the soil on the site. If hazardous substances have been released, they will need to be addressed as part of this project.

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

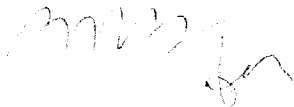
DTSC and the Regional Water Quality Control Boards (Regional Boards) signed a Memorandum of Agreement, March 1, 2005 (MOA) aimed to avoid duplication of efforts among the agencies in the regulatory oversight of investigation and cleanup activities at brownfield sites. Under the MOA, anyone requesting oversight from DTSC or a Regional Board must submit an application to initiate the process to assign the appropriate oversight

Ms. Nannie Turrel
December 8, 2010
Page 2

agency. The completed application and site information may be submitted to either DTSC or Regional Board office in your geographical area. The application is available at <http://www.calepa.ca.gov/brownfields/MOA/application.pdf>.

If you have any questions regarding this comment letter, please contact me at 510-540-3740 or by email at mhuang@dtsc.ca.gov.

Sincerely,



Matthew Huang
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Nancy Ritter
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Appendix 1C NOI

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Docket No. FR-5637-N-01

Notice of Intent To Prepare a Environmental Impact Statement for the HOPE SF Development at Potrero Terrace and Potrero Annex Public Housing Development, San Francisco, CA

AGENCY: Office of the Assistant Secretary for Community Planning and Development, HUD.

ACTION: Notice of Intent to Prepare an EIS and to Conduct Public Scoping Meeting.

SUMMARY: The Department of Housing and Urban Development (HUD) gives notice to the public, agencies, and Indian tribes that the City and County of San Francisco's Mayor's Office of Housing (MOH) as the Responsible Entity in accordance with 24 CFR 58.2, intends to prepare a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the HOPE SF Development at the Potrero Terrace and Potrero Annex Public Housing Development (Potrero HOPE SF Master Plan Project). The EIR/EIS will be a joint National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) document. The EIR will satisfy requirements of CEQA (Public Resources Code 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.), which require that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The proposed action is subject to NEPA, because funding for the project may include HUD funds from programs subject to regulation by 24 CFR part 58; these include, but are not limited to, Community Development Block Grant (CDBG) funds under Title I of the Housing and Community Development Act of 1974; Home Investment Partnership Program (HOME) grants under Title II of the Cranston-Gonzales National Affordable Housing Act of 1990 as amended; Project Based Section 8 Vouchers under the United States Housing Act of 1937; and/or Section 8(o)(13) and Public Housing operating subsidies for mixed income developments authorized under the U.S. Housing Act of 1937, Section 35. This notice is in accordance with the Council on Environmental Quality (CEQ) regulations at 40 CFR parts 1500-1508.

A Draft EIR/EIS will be prepared for the proposed action described herein. Comments relating to the Draft EIR/EIS are requested and will be accepted by the contact person listed below. When the Draft EIR/EIS is completed, a notice will be sent to individuals and groups known to have an interest in the Draft EIR/EIS and particularly in the environmental impact issues identified therein. Any person or agency interested in receiving a notice and making comment on the Draft EIR/EIS should contact the person listed below within 30-days after publication of this notice.

This EIS will be a NEPA document intended to satisfy requirements of Federal environmental statutes. In accordance with specific statutory authority and HUD's regulations at 24 CFR part 58 (Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities), HUD has provided for assumption of its NEPA authority and NEPA lead agency responsibility by the City and County of San Francisco. The EIR will be a CEQA document intended to satisfy State environmental statutes (Public Resources Code 21000 et seq. and 14 California Code of Regulations 15000 et seq.).

ADDRESSES: All interested agencies, tribes, groups, and persons are invited to submit written comments on the project named in this notice and on the Draft EIS to the contact person shown below. The office of the contact person should receive comments and all comments so received will be considered prior to the preparation and distribution of the Draft EIS. Particularly solicited is information on reports or other environmental studies planned or completed in the project area, major issues that the EIS should consider, recommended mitigation measures, and alternatives associated with the proposed action. Federal agencies having jurisdiction by law, special expertise or other special interest should report their interest and indicate their readiness to aid in the EIS effort as a “Cooperating Agency.”

FOR FURTHER INFORMATION CONTACT: Eugene Flannery, Environmental Compliance Manager, City and County of San Francisco Mayor’s Office of Housing, 1 South Van Ness Avenue, 5th Floor, San Francisco, CA 94103; Phone: (415) 701-5598; Fax (415) 701- 5501; e-mail: eugene.flannery@sfgov.org.

SUPPLEMENTARY INFORMATION:

A. Background

The MOH, acting under authority of section 104(g) of the Housing and Community Development Act of 1974 (42 U.S.C. 5304(g)), section 288 of the HOME Investment Partnerships Act (42 U.S.C. 12838), section 26 of the United States Housing Act of 1937 (42 U.S.C. 1437x) and HUD’s regulations at 24 CFR part 58, in cooperation with other interested agencies, will prepare an EIS to analyze potential impacts of the Potrero HOPE SF Master Plan Project.

The proposed development would be on approximately 39 net acres in the T 2S R 5W portion of San Francisco on the San Francisco North Quadrangle 7.5-minute U.S.G.S. topographic quadrangle map. The project site is located on the southeastern border of the Potrero Hill neighborhood. The project site is one and one-half blocks west of Interstate 280 (I-280), four blocks east of U.S. Highway 101 (U.S. 101), two blocks north of Cesar Chavez Street, and is bordered to the northwest by the Potrero Hill Recreation Center. The eastern edge of the site sits on a ridge paralleling Pennsylvania Street below. The project site is comprised of several parcels that contain the Potrero Terrace and Potrero Annex properties and an adjacent San Francisco Unified School District (SFUSD) owned property. Combined, these parcels have a total acreage of approximately 39 acres, including roads. Areas of the project site have very steep slopes. The highest topographic elevation is to the north at the intersection of 23rd Street and Arkansas Street at 265 feet above mean sea level (msl) and the lowest elevation is to the south at the intersection of 26th Street and Connecticut Street at 40 feet above msl. Surrounding land uses include residential, commercial, recreational, and industrial uses. To the north and northwest there are multi-family residences, single-family residences, and the Potrero Hill Recreation Center. To the west are multi-family residences, single-family residences, and Starr King Elementary School. To the south are industrial uses. Across Texas Street to the east are multi-family residential, single-family residential, and industrial uses. The obsolete buildings that make up the site are in need of replacement. In addition, dead-end streets and steep topography isolate this housing development from the surrounding neighborhood.

Built in two phases in 1941 and 1955, the Potrero site is comprised of two of the oldest public housing developments in San Francisco, Potrero Terrace and Potrero Annex. Together, these public housing developments house a population of approximately 1,200 people. The proposed project would replace all 620 existing housing units; incorporate additional affordable housing and market-rate homes into the community; and add amenities such as open space, retail

opportunities, and neighborhood services. Including the 620 public housing units, the proposed project would build up to 1,700 homes. The proposed project would include buildings between four to six stories, and would range in height from 40 feet to 65 feet. Development would occur in phases to minimize disruption to existing residents. The proposed project would include new vehicle connections, new pedestrian connections, a new circulation pattern and new bus transit stops. In addition, the proposed project would incorporate green construction and sustainable principles.

Alternatives to the Proposed Action

There are three alternatives to the proposed action to be analyzed in the EIS. Alternative 1 is a variation of the project density. Alternative sites for the project were explored early in the process and it was determined that no other more viable site was available.

Alternative 1 – Reduced Development Alternative

Number of Units: 1,280

Maximum Height: 40 feet

Acreage: 39 acres (no change)

Percent Reduction: 25 percent

Alternative 2 – Replacement of Existing Public Housing Units

Number of Units: 620 units

Acreage: 39 acres

No Community Center, No retail, no additional open space.

Percent Reduction: 64 percent

Alternative 3 – No Project Alternative

The No Project Alternative would analyze the "no action" alternative, which would be the continuation of uses on the site; therefore, existing buildings and tenants would remain at the project site and no new buildings or uses would be constructed.

B. Need for the EIS

The proposed project may constitute an action significantly affecting the quality of the human environment and an EIS will be prepared on this project by the City and County of San Francisco's MOH in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). Responses to this notice will be used to: (1) Determine significant environmental issues, (2) identify data that the EIS should address, and (3) identify agencies and other parties that will participate in the EIS process and the basis for their involvement.

C. Scoping

A public EIS scoping meeting will be held on a date within the comment period and after at least 15 days of publishing this Notice of Intent. Notices of the scoping meeting will be mailed when the date has been determined. The EIS scoping meeting will provide an opportunity for the public to learn more about the project and provide input to the environmental process. At the meeting, the public will be able to view graphics illustrating preliminary planning work and talk with MOH staff, and members of the consultant team providing technical analysis to the project.

Translators will be available. Written comments and testimony concerning the scope of the EIS will be accepted at this meeting. In accordance with 40 CFR 1501.7 affected Federal, State, and local agencies, any affected Indian tribe, and other interested parties will be sent a scoping notice. Owners and occupants within a 300-foot radius will also be notified of the scoping process. In accordance with 24 CFR 58.59, the scoping hearing will be preceded by a notice of public hearing published in the local news media 15 days before the hearing date.

The scoping process associated with the CEQA process took place from November 2010 through December 2010. A CEQA public scoping meeting was held on November 22, 2010.

C. Probable Environmental Effects

The following subject areas will be analyzed in the combined EIR/EIS for probable environmental effects: Land Use and Planning (land use patterns, relationship to plans/policies and regulations; Visual Quality/Aesthetics (views/light and glare); Socioeconomics and Community (demographic character changes, displacement); Environmental Justice (disproportionately high and adverse effects on minority and low income populations); Cultural/Historic Resources; Transportation and Circulation; Noise (construction and operational); Air Quality (construction and operational); Greenhouse Gas Emissions; Wind and Shadow; Recreation; Utilities and Service Systems (water supply, stormwater, sewer, solid waste); Public Services (fire, police, schools, parks); Biological Resources; Geology/Soils; Hydrology/Water Quality (erosion control and drainage); Hazardous and Hazardous Materials; Mineral and Energy Resources; and Agriculture and Forest Resources.

Questions may be directed to the individual named in this notice under the heading FOR FURTHER INFORMATION CONTACT.

Dated: March 2012.



415-321-4011
potrero@bridgehousing.com

Proposed Hope SF Development at Potrero Terrace & Annex
Environmental Impact Statement

Dear Neighbor:

Enclosed with this letter you will find the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the replacement of all 620 Potrero Terrace & Annex Public Housing units (originally built in 1941 and 1955). The EIS is required under the National Environmental Policy Act (NEPA), and must be completed before any redevelopment occurs at Potrero Terrace & Annex. The purpose of the EIS is to evaluate and describe any significant environmental effects of the proposed development. As part of his duties, the Director of the San Francisco Mayor's Office of Housing (MOH) must certify and approve the EIS. The EIS is being prepared as a joint EIS/Environmental Impact Report (EIR). A scoping meeting for the EIR, a report similar to an EIS and required under California state law, was previously held on November 22, 2010.

Notice of Intent

Publication of the Notice is the first step in the EIS process. It was published in the Federal Register, which is the U.S. government's official daily newspaper, on May 2, 2012.

Scoping

The "Scoping Meeting", which MOH's Director has scheduled for **May 17, 2012**, is a requirement of the EIS process. The Scoping Meeting gives the public an opportunity to identify issues and formally comment on the project. It is also an opportunity to meet individuals working on the project who will be points of contact and give recommendations to MOH. The overall goal of the Scoping Meeting is to identify all the issues that should be addressed and analyzed in the EIS.

You are invited to attend the Scoping Meeting, scheduled for:

6:00 to 7:30 PM, May 17, 2012
Potrero Hill Neighborhood House
953 DeHaro Street
San Francisco, CA 94107

Additional Project Information

The rebuilding of Potrero Terrace & Annex will proceed in phases and will not displace existing residents. Overall, up to approximately 1,700 new units are planned for the site, including 620 new public housing units, additional affordable housing, below-market rate housing, and market-rate housing. A new neighborhood park and other public open spaces are included in the proposal.

Written Comments

In addition to making public comment at the Scoping Meeting, you may submit written comments on the Project and EIS, **due by June 1, 2012 at 5:00 PM**. To submit scoping comments or for more information, contact:

Eugene Flannery
Environmental Compliance Manager
San Francisco Mayor's Office of Housing
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103
(415) 701-5598

Appendix 1D NOI Comments

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

December 9, 2010

Dear Ms. Turrell and Mr. Wycko,

RE: Rebuild Potrero

In 1984 I moved into my first home in Parkview Heights on the Southwest side of Potrero Hill, directly across from the proposed Rebuild Potrero project, I want to share my concerns and identify what I consider important aspects of the project that need careful consideration before it is finalized.

Although I am writing as an individual please take into account that I am currently the elected President of the Board of Parkview Heights and have had many members share their different concerns with me about the project. Not all homeowners agree with all the concerns I express in this letter but 99% do agree.

I am also an active member of SAFE and NERT as well as the past President of Starr King Park(6yrs).

Parkview Heights was built through the Mayor's office of Housing for first time homeowners. The city of San Francisco built 120 low/middle/market rate homes here on existing open land and public housing land. I think the majority of people living here agree it is very successful as a fully integrated housing complex, filled with people who represent all the nationalities and income levels of San Francisco.

We have no crime except from outside, we pay property taxes and 70-80% work in the city.

This complex, funded and supported by San Francisco, was for the City of San Francisco a great use of the taxpayer's money and a proud reflection of a city that prides itself in 'doing it right'. As a homeowner in Parkview I have seen first hand the result of mixing low/middle/market rate homeowners and it is an overwhelming success for those of us lucky enough to live here.

So will we, San Franciscans, be able to say the same with the proposed Rebuild Potrero Project as it is now proposed?

I think not.

Land use and land planning

Looking at the current layout of the Rebuild Potrero project's public/low income/market rate design one has to conclude that this is not mixed use, but segregated housing, composed of rich and poor with no middle class represented.

There have been many studies world wide on segregated communities. All studies have overwhelmingly concluded it does not work. What does work is a true mix of public, low, middle and market rate housing.

Currently middle income families must move out of the city to get affordable housing. yet middle income people are the people who are needed to run the city.

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

They comprise the backbone of any city.

Small business owners, administrators, nurses, EMT, firefighters, police, etc..all are designated as middle class. Unlike the rich who can live anywhere and the poor who get the help they need to live in San Francisco, the middle class have been excluded and shut out of this unique opportunity to both live and work in the city. This is a costly error because the middle class pay the most taxes and are by everyone's account the most important class in a democratic society. Repeatedly we learn that without a strong middle class of people there can be no democracy.

So why have this most important segment of our city being excluded?

Please find a way to make this housing opportunity available to the middle class in San Francisco.

Parking spaces and the physical site of the proposed project.

The current plan for less than one space per unit is not acceptable. As a 27yrs. resident of the South side of Potrero Hill, I have made an honest effort to:

1. Use a bike--for a year--concluded that one can't comfortably ride a bike all the way up the hill, even after hundreds of days of using a bike to ride home from work in the San Bruno area (Carroll Ave).
2. Use public transportation--for two years..never could count on getting to work on time, nor even having the bus driver drive the designated route late at night(yes I did report it, to no avail), and I would be told to get off the bus in a non stop area and made to walk blocks home after working late.
3. Used a car--remaining years

Because of the nature of the hill and the lack of consistent, adequate on time public transportation the only practical transportation is the automobile.

Conclusion: The proposed amount of parking(.5:1) will caused many people to double park, park on the sidewalk, block driveways, park in no parking zones, etc.

Take it from someone who grew up in NYC, if one has a car and can't find a suitable parking space, one will park in ANY available opening, legal or not.

I excluded walking because I don't know anyone who walks up and down the hill as a practical way of transportation.

Land use and land use planning

Current plan calls for **ALL** buildings to be over the city zoned 40ft limit, the least being 45ft. The plan of approximately 17 buildings (site plan diagram) requiring elevators and a height of 60 ft. and 15 buildings whose height (site plan) could extend to 85ft. conflicts with land use and zoning laws and will greatly effect the style, feeling and type of neighborhood that is called Potrero Hill. We are not a downtown city neighborhood, but an old, 'San Franciscan' neighborhood that has been featured in a New York Times article as a 'charming reflection of San Francisco.'

I believe the New York Times got it right.

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

The name 'Rebuild' Potrero Hill accurately reflects the current thinking by Bridge and the City, but does not in any way reflect the thinking of the people who live on the Hill. We who live here love it and do not think it needs to be "REBUILD". Yes, the current buildings need to come down and replaced but in a way that reflects the neighborhood and contributes to it's continuing success as a great place to live.

The proposed project will forever alternate Potrero Hill and must reflect the importance of taking 39 acres of prime San Francisco land.

Why does a newspaper 3000 miles away "get it" and the people who are driving this project don't? Please try to put yourself in the actual setting and come up with a better plan. I have every confidence that our city and those that run it can design a beautiful, practical neighborhood that will be a 'showcase' for how to build a better environment for city residents.

Aesthetics

- a. Yes, it will have a substantially adverse impact on scenic vistas.
- b. The plan will remove many views that are currently available through the height of the proposed buildings and the reconfiguration of the streets.
- c. Yes, it will damage scenic resources by removing the mature trees throughout the 39 acres and will remove or hide rock croppings, all part of the scenic public setting.
- d. Yes, it will degrade the existing visual character or quality of the site and its surroundings by replacing open space with concrete and tall buildings.
- e. Yes, it will create substantial light and glare which will adversely affect surrounding neighbors and their property.

Population and housing

- a. Induce substantial population growth directly by increasing threefold the existing number of residents and through the extension of the streets.

When first proposed the project had almost 100% support of the residents of the Hill. As it progressed and the 900-1200 mixed use model morphed into the existing 1700 non mixed use model of today it lost it's appeal for almost all residents who were happy to have the existing buildings replaced.

To think that the approximately 1200 residents who currently live on 39 acres with trees, grass, plenty of space and views galore would be grateful to move into two blocks (maybe 2 acres) and have the remaining space build on, leaving only one small open space for the entire complex is a disservice to those who have wanted to improve the quality of life for themselves and their family.

It also totally disregards all previous studies on building successful low income housing. What it does is it creates a ghetto of the disenfranchised.

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

Transportation and circulation

The current plan does not have any bike lanes.

Transportation will need to reflect the increase population.

Currently the public transportation that serves the South side of the hill is poor and needs improvement.

We live on a steep hill and it is not practical to expect people to rely on public transportation to go to and from work, especially since the modern work force works 24/7 without drastically increasing and changing the way public transportation serves the South side of Potrero Hill.

Noise

It will result in substantial, permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

It is reasonable to expect a lot more noise with the increase of over 2000 people. Cars, buses, trucks, visitors, police, ambulances, fire-trucks, etc., all will contribute to increased levels of noise.

The project will also result in a substantial temporary or periodic increase in ambient noise levels existing without the project. The plan calls for YEARS of building, moving the actual earth, reconfiguring the streets, etc. All requiring a large number of trucks, bulldozers, various vehicles delivering materials, etc.

Air quality

The proposed project will result in a net increase of pollutants. Potrero Hill has a high rate of asthma due to the poor air quality. The PG&E station as well as Hwy 101 and Hwy 280 all contribute to poor air quality.

Taking away 80% of the open green space and removing mature trees will affect the existing problem as they both contribute to the cleansing of the air.

The project needs to consider how to increase the green open space and the preservation of the existing mature trees.

Wind and shadow

Wind on the top of the Hill can be substantial, 40-60-mph is not uncommon vs other areas of San Francisco. This increase in wind power is because the wind blows primarily from the West and after Twin Peaks the wind has no deterrent until it reaches Potrero Hill. I believe that buildings of 45-85 feet could cause unforeseen consequences regarding the wind.

Recreation

Adding 2000 people will physically degrade recreational resources as well as substantially cause the physical deterioration of facilities and/or accelerated it.

Public Services

The project will result in substantial increase in the use of existing public services, such as fire, police protection, schools, parks and or other services.

Bill Wycko/Nannie Turrell
Potrero Hill SF Master Plan EIR
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, Ca 94103

Biological resources

Currently the mature trees and large green land mass provide living space for migratory birds and their nests as well as other wild animals that make the southern part of the Hill their home. The project as it stands now will eliminate most if not all of their homes. I believe it is especially important in a dense urban area to have this wildlife as it connects us to the greater world of creatures and helps us respect all life.

Geology and soils

The project will result in substantial soil erosion and the loss of topsoil because it is only allowing less than 80% of existing open green space to be part of the new development.

Hazards and Hazardous Materials

Serpentine Rock. It could create a significant hazard to the public or the environment through its routine transfer and disposal.

Potrero Hill is made up of Serpentine which when left alone causes no hazard to life. However Serpentine is composed of asbestos and when disturbed it allows the asbestos to become airborne. Asbestos is a toxic material that causes lung cancer. Extra care and testing must be constant and on going.

Remember this project is going to be ongoing for several years and much of the Serpentine will be moved and disturbed throughout those years.

I want to thank the city for giving the residents of our community a voice in this process and hope that my comments will give a broader canvas for thought on how to achieve the goal of creating a wonderful new community that will make us even prouder to be residents of this great city called San Francisco.

Thank you,

Jane Fay

Dadi Gudmundsson
27 Blair Terrace
San Francisco, CA 94107

MAY 23 2012

May 24th, 2012

Eugene Flannery
Environmental Compliance Manager
San Francisco Mayor's Office of Housing
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Dear Eugene Flannery:

My name is Dadi Gudmundsson, I'm writing you in response to the invitation of providing input to the environmental impact statement (EIS) for the Potrero Hope SF Program (renovation of the public housing development on Potrero Hill).

I am the homeowner (and resident for the past 12 years) of 27 Blair Terrace. This means I live about half a block from the south-west corner of the public housing on Potrero Hill. In the below I am writing you about three main points¹:

1. I, and many other homeowners that live close to the public housing on Potrero Hill, support enthusiastically a considerable increase in housing unit density. We see it as a key to improving the area. The vocal opposition by a few should not override the support for the renovation plan by thousands of Potrero Hill homeowners who show their support by accepting the proposed plan and not objecting to it. Note that the underlying design principle of integrating public housing units well with other units can only be achieved with considerable increase in unit density.
2. While a silent majority supports the plan to have a total of 1,700 units built, an undercurrent of **a revolt is brewing since the underlying design principle promised from the start is missing in the most recent plans shared with the community**. This is a deeply serious matter for the EIS. The design principle in question is the idea of distributing the public housing units well throughout the project. The most recent plans show this principle to not be followed and will result in the creation of two or three more dense micro-projects instead of an integrated neighborhood. The status quo is better than this outcome. **The EIS should only support a change to the status quo on the condition that public housing units be much more distributed than shown in current plans.**

¹ As a resident of Parkview Heights, I am not aware of any of the 300-400 people living there that disagree with the statements in this letter. We have held meetings on this matter and have an action group for the points discussed here. We have met with Supervisor Cohen to discuss these and more points.

3. This project will be done in phases. The choice of which phase to do first will have a significant impact on the adjacent areas. Therefore, I feel that the city should ensure that a very fair and transparent process will be used by the developers to decide which phase will be done first.

Regarding the first point above; I want to express my enthusiastic support to increasing considerably the density of housing units and/or residents in this area. I think it is fundamental to the success of this project, and future prosperity of this area, that as many as possible housing units beyond the 620 public units be constructed. I write about this because I have attended the planning meetings and I am deeply concerned about a vocal minority of homeowners from Potrero Hill. This vocal minority seems to have an agenda to limit as much as possible any increase in housing unit density. I want it to be known that I, and many other homeowners I am in regular contact with, are fully in support of a considerable increase in housing unit density. Although we may be a more quiet group (than those who oppose a density increase), I want to kindly remind project organizers and reviewers that it does not mean we don't care. Our lack of protest actually means that all us "quiet ones" are comfortable with the housing density numbers that have been shared with us, and that we expect no less than 1,700 units to be built.

Regarding the second point. This is equally important to the first point. The most recent plans show that the fundamental design principle of distributing the public housing units well throughout the area is not being done. Instead there are new smaller, but denser, clusters of public housing being created. For example, on the most recent plans shared, a whole cluster of public housing units is planned right next to Parkview Heights. I live there, and I and my neighbors all see this as a worse outcome than the status quo, i.e. we will get about 100+ densely arranged public housing units right into our "backyard". Right now we have a few sparsely arranged public housing units somewhat close by and we'd much rather keep it that way than get a the "whole block pushed into our face". Let's also keep the focus on the public housing residents themselves. The design principle of distributing their units well amongst the other units was meant as a means of overcoming the segregation these people experience in clustered public housing projects. The underlying design principle of this whole project has faded away and the EIS should only support this project on the condition that the distribution of public housing units is improved significantly.

Regarding the third point, i.e. how the initial phase will be chosen. It is true that there will be some disruption to neighborhood streets that are adjacent to the renovation work. It has, however, become apparent to me that people living in adjacent neighborhoods are not at all concerned about the construction noise etc. They are in fact wanting the areas closest to them to be the first phase. Take for example my neighborhood, Parkview Heights, essentially on the corner of Wisconsin and 26th street. I'll be very blunt by telling you (and the EIS reviewers) that our property values will increase on the very day that bulldozers show up to renovate the public housing we live next to. It is, therefore, no secret in our neighborhood that we want the first phase to involve the public housing that is adjacent to Parkview Heights. The same holds for the associations of homeowners that

Eugene Flannery
May 24, 2012
Page 3

are adjacent to other parts of the public housing. I am deeply concerned about how Potrero Hill groups such as the Potrero Hill Boosters (used here only as an example) may try to "pull strings" to have a phase to their liking be the first one (due to how some neighborhood groups tend to be composed of homeowners from specific areas on the hill). I think the city would do the whole project a great favor by outlining to the developers that the phase selection needs to be very fair and transparent. Ideally a random draw (as in a lottery) since we on the Hill see it as a lottery win to have the public housing adjacent to us be renovated. If a lottery is not feasible, I request that the phase decision process be such that Potrero Hill homeowners get a chance to see a proposed phase decision in advance (and the reasons behind it) and that a meeting will then be organized where we get a chance to pose questions on the phase decision and have an impact on what the final "first phase" decision is.

Please do not hesitate to contact me in regards to this matter. Also, I would highly appreciate a brief email that acknowledges receipt of this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Dadi Gudmundsson".

Dadi Gudmundsson, Ph.D.
Homeowner at 27 Blair Terrace
San Francisco, CA 94107
dadi@sensoranalytics.com
Cell phone: 415-244-9376

Copy of letter sent to:
Office of Supervisor Malia Cohen

Christopher Sabre
2012-23rd Street
San Francisco, CA 94107
csabre@mac.com

May 28, 2012

Eugene Flannery
Environmental Compliance Manager
City and County of San Francisco
Mayor's Office of Housing
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Re: EIS Public Scoping Meeting Written Comment
Potrero HOPE SF Master Plan

Dear Mr. Flannery:

I question the legitimacy of the meeting that occurred on Thursday evening, May 17, 2012 at the Potrero Hill Neighborhood House, where community members were outnumbered by a group of 16 developer employees and city officials.

Asked to comment on the spot about "revised" plans that were presented in a Bridge Corporation PowerPoint slideshow, the community members present did not have an adequate opportunity to evaluate these latest project plans. Furthermore, according to the Bridge representative at the meeting, the updated revisions will not be available either on paper or online for at least a month. So how can community members be expected to comment by June 1st on plans that are not even available for review? My comments are therefore based on limited information.

Among ongoing concerns raised and not adequately addressed at the meeting are: density and proposed building heights, isolation of low-income housing, crime prevention, traffic planning and infrastructure planning.

There are currently 606 low-income housing units on 38 acres, in an open park-like setting. These buildings are presently not adequate or adequately maintained by today's standards. There also is a concern that the area is plagued by crime.

The developer's proposed density for the project rebuild is constantly changing. First 1200 units, then 1600 units, then 1700 units and now 1600 units again. Building heights maxed out in various Bridge Corporation presentations at 90, 60 and 80 feet. These numbers suggest a density and building heights that are out of character and will overwhelm the surrounding neighborhood. When challenged on density, Bridge says that it needs to construct enough market rate units to make the project economically viable. However, Bridge has never been willing or able to produce a cost benefit analysis to support their proposed densities.

It has been proven that "scattering" low-income housing throughout a complex of mixed incomes is conducive to lower crime rates. However, Bridge Corporation remains intransigent in its proposal to locate all low-income housing on the least desirable southwest corner of the site, which gives them an opportunity to develop high-rises with premium bay views at the top and on the east side of the hill. This contradicts Bridge's stated goal of integrated community building.

Regarding crime prevention, the Bridge representative says, "It is going to be their community. Once it is built they are going to have the greatest effect on how it progresses." The implication is: once it is built, Bridge is out of there. There is no intention to rebuild the existing police substation.

Because of existing topography, there is very limited access to Potrero Hill. The few roads to the rebuild site are narrow and circuitous. Bridge Corporation's rebuild plan does nothing to alleviate these conditions. For instance, Connecticut Street intersecting with Wisconsin Street is now one-way for a good reason. Creating a new two-way 24th Street extension in its place would fabricate a problem where none now exists. The addition of 1600 units would increase automobile traffic by a minimum of 3000 cars. This will tax streets that are already overburdened and difficult to negotiate.

There are now many mature trees in the open space surrounding existing buildings. Destruction of these trees would remove the habitat for red-tailed hawks.

The existing street plan allows sightlines of cross traffic at most intersections. Bridge's proposal for the introduction of a grid pattern, a configuration that would permit more buildings within the rebuild plan, introduces 23 new blind intersections. This scheme does not promote safety or goodwill within the neighborhood.

My neighbors and I want to see the best possible development of this site, and we believe that it is economically feasible and can be done in an aesthetic, environmentally friendly way. Unfortunately, the plan that has been presented by Bridge Development Corporation reveals only a goal to build as much profitable housing as possible on a 38-acre land giveaway.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Sabre". The signature is fluid and cursive, with a long horizontal stroke at the end.

Christopher Sabre

Efner, Erin T

From: Eugene.Flannery@SFGOV.ORG
Sent: Wednesday, May 30, 2012 4:12 PM
To: Efner, Erin T
Subject: Fw: Rebuild Potrero concerns

Eugene T. Flannery
Environmental Compliance Manager
Mayor's Office of Housing
1 South Van Ness Avenue
Fifth Floor
San Francisco, CA 94103
415-701-5598

h

----- Forwarded by Eugene Flannery/OCDHH/MAYOR/SFGOV on 05/30/2012 04:12 PM -----

From: cris rys <crisrys@779media.com>
To: eugene.flannery@sfgov.org
Date: 05/30/2012 04:11 PM
Subject: Rebuild Potrero concerns

Eugene Flannery
Environmental Compliance Manager
City and County of San Francisco
Mayor's Office of Housing
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Dear Mr. Flannery,

I do not think enough information is being given out clearly enough to the residents of Potrero Hill, and San Francisco regarding the Rebuild Potrero project.

I requested information, and was told to look at the website. The whole point of my asking questions is the website is has so much information, its not easy to find specifics.

People do not have enough time to go to all the meetings, and people should be able to ask questions and get them answered via email.

How many units are there now? What is proposed?

What is the population now? What is proposed?

What is the maximum height or a building? What is proposed?

These questions should have been answered directly, rather than me being referred to a website.

There are many online community groups information can be posted online, which I have not see happen.

I think many residents would be surprised to hear that the amount of units and residents are going to more than double, and heights of buildings may be 60' or taller.

I am support of low cost housing, and I understand its need, but information needs to be communicated more, and clearer, and there needs to be more outreach, in electronic form with specifics easy to be communicated to their community.

Thank you,

-cris rys
Potrero Hill Resident since 2002

Please confirm receipt of this email.

This message has been checked for threats by Atkins IS

Efner, Erin T

From: Eugene.Flannery@SFGOV.ORG
Sent: Thursday, May 31, 2012 7:31 AM
To: Efner, Erin T
Subject: Fw: REBuild Potrero but Maintain or Decrease Size

Eugene T. Flannery
Environmental Compliance Manager
Mayor's Office of Housing
1 South Van Ness Avenue
Fifth Floor
San Francisco, CA 94103
415-701-5598
h

----- Forwarded by Eugene Flannery/OCDHH/MAYOR/SFGOV on 05/31/2012 07:31 AM -----

From: Meg McKnight <mcknight.meg@gene.com>
To: <eugene.flannery@sfgov.org>
Cc: <Malia.Cohen@sfgov.org>
Date: 05/30/2012 05:06 PM
Subject: REBuild Potrero but Maintain or Decrease Size

Mr. Flannery,

I'm writing to provide my strong opposition to the proposed size of the Rebuild Potrero Project. As an active Potrero Hill resident, homeowner near the intersection of Vermont/20th Streets, and a taxpayer, I am very concerned about the size of this development (@1600 units) and the estimated population it will house (at a minimum 4000!). Potrero Hill cannot support this extremely large population in an already dense area. I am certainly supportive of the area being re-developed to include low income housing/owner opportunities, retail/residential space and a major upgrade and clean-up of this area. However, the north side of Potrero Hill already experiences significant car and foot traffic, noise, crime, and spill-over from the existing dense low income housing developments in that area - unlike other desirable neighborhoods such as Noe Valley, Russian Hill/Pacific Hts, the Marina, etc. The increased traffic by cars and on foot by residents and the many, many visitors would be a significant detriment to the neighborhood including, potentially, continued decrease in home values and negative impact on the overall livability and desirability of the neighborhood, while potentially increased levels of crime, traffic, noise, and trash in the surrounding areas. This development should be kept to no more residences than are currently located there and the population should be strictly controlled to allow no more than is currently there.

City budget cuts have made it already challenging if not impossible for police and other city services to keep the current crime, traffic and other detrimental neighborhood effects within an acceptable level. A larger development of this kind at this location will undoubtedly impact the larger neighborhood and local families living on the north side of the Hill in a damaging way. Potrero Hill should not continue to shoulder a disproportionate and growing amount of the low income housing in the prime living areas of the City.

Thank you for your consideration.

Meg McKnight

(* This email is my personal opinion and not associated with my employer.)

Meg McKnight ~ Senior Corporate Counsel ~ Healthcare Law Group ~ Genentech, Inc ~ (650) 467-0964 ~ megm@gene.com

This message has been checked for threats by Atkins IS

Efner, Erin T

From: Eugene.Flannery@SFGOV.ORG
Sent: Tuesday, June 05, 2012 11:00 AM
To: Efner, Erin T
Subject: Fw: Public Comment - EIS Public Scoping - Potrero HOPE SF Master Plan

Eugene T. Flannery
Environmental Compliance Manager
Mayor's Office of Housing
1 South Van Ness Avenue
Fifth Floor
San Francisco, CA 94103
415-701-5598
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----- Forwarded by Eugene Flannery/OCDHH/MAYOR/SFGOV on 06/05/2012 11:00 AM -----

From: Keith Nagayama <keith.nagayama@gmail.com>
To: eugene.flannery@sfgov.org
Cc: Mi Mi <majoolim@gmail.com>
Date: 06/01/2012 04:44 PM
Subject: Public Comment - EIS Public Scoping - Potrero HOPE SF Master Plan

Mr. Flannery:

I would like the following concerns addressed and possibly mitigated in the EIS/EIR for the Potrero SF Master Plan:

1. Visual Quality/Aesthetics: There has been rumors that the trees in the existing project will be uprooted and destroyed. While this might be necessary to resign the streets, there must be a mitigation for the loss of trees and natural beauty that currently exists. Potrero Hill has many trees that add to the character of the neighborhood, especially the older trees that have existed for 50-100 years. Alternatives should be studied to build around older trees and preserve their aesthetic to the neighborhood.

2. Socio-Economics and Community: The goal of HOPE SF is to create a multi-cultural, multi-ethnic, and mixed income community. My concerns is that the current residents will be displaced by this project and disproportionately impact the ethnic minorities and lower income residents that reside at Potrero Terrace and Annex. Currently, San Francisco is increasingly segregated by race, unaffordable to low and moderate income families, and suffers from a decreasing population of African-Americans and Latinos. In order to reverse the trend of displacing lower income families and ethnic minorities, the Master Plan must require the developer to provide units for extremely low income, very low income, low income and moderate income households. In addition, these units should be deed restricted in perpetuity for low and moderate income households. San Francisco and Potrero Hill needs more permanent affordable housing to create a mixed income City and neighborhood.

I am also concerned that the buildings will segregate residents of different incomes. This leads to two problems: (a) because ethnic minorities are disproportionately lower income in San Francisco, segregating incomes has the effect of segregating residents by race or ethnicity, and (b) based on the failure of other public housing projects by the federal government, concentrating poverty into a single project only leads to increased

crime and poor outcomes for the children that live in such segregated housing. The Master Plan must require that the buildings are mixed income to mitigate the segregation of race and income. Moreover, it has been proven that mixed income neighborhoods provide for a more diverse and healthy outcome for all residents. The concentration of any income group only leads to more tension within a community.

3. Transportation and Circulation: With the increase of 1100 units of housing, the Master Plan must address the need for increased service of public transportation for several reasons. First, the policy of San Francisco is to give public transit priority over all other forms of transportation. More automobiles will only add to congestion, decrease air quality, increase green house gas emissions and decrease pedestrian safety. MTA has already cut bus service to Potrero Hill because of budget cuts, but adding more riders to the neighborhood will necessitate more frequent buses and additional routes. Second, if buses are overcrowded or do not provide adequate and timely service, more people will want to use automobiles, which adds to foregoing problems. Third, public transit provides transportation at a reasonable cost to lower income families in Potrero Hill, and any impact to public transit will only disproportionately impact lower and moderate income families.

Also, it is probably inevitable that more automobiles will be located in Potrero Hill. However, more automobiles generally leads to higher risk to pedestrians and bicyclists as they try to maneuver around automobile traffic. The EIR/EIS needs to carefully assess pedestrian and bicyclist safety in order to encourage more people to walk or bike. More walking and biking leads to improved physical health, lower greenhouse gas emissions, better air quality, and less automobile congestion. Although this might be more related to land use, the streets must be designed to encourage more walking and biking within the neighborhood.

4. Air Quality and Green House Gas Emissions: Potrero Hill lies between two freeways and many people drive automobiles because of the lack of public transportation. Because of the number of automobiles within and around Potrero Hill, Potrero Hill has historically had been one of the worst neighborhoods for air quality and greenhouse gas emissions. Adding more automobiles to Potrero Hill will only exacerbate the poor air quality and high greenhouse gas emissions. As stated above, better public transportation and well designed land use for walking and biking have proven to assist the environmental quality of San Francisco.

5. Public Services: With the addition of 1100 units, the EIR/EIS should assess what is the appropriate level of public services. At the very least, more police and/or community security is needed to respond to emergencies or crime. Because it is estimated that the project will generate an additional \$5 million per year in revenue for San Francisco, that tax revenue needs to be put back into community services or pay for more affordable housing.

6. Land Use and Land Use Planning: In terms of land use planning, my concern is focused on the design and integrity of the redevelopment. First, I am concerned about pedestrian and bicycle safety, especially for children. I would like to see wider sidewalks, dedicated bike paths, narrower streets for automobiles that will allow pedestrians to cross streets with ease, and outlets for buses. Second, public safety is major concerns for all residents in the neighborhood. The redevelopment should be designed to encourage people to be outside and walking around. This is proven to decrease crime as there are a more "eyes on the street." Third, the commercial areas should be centrally located and accessible from all directions. This will also encourage more walking if commercial services are within a 5-10 minute walk from residential uses. Will there be "Parklets" that encourage people to visit the commercial area. As mentioned above, the land use should be integrated with public transportation.

7. Utilities. I am concerned that the redevelopment will require high utility costs for all residents in the neighborhood. In order to mitigate the environmental consequences and higher costs of increasing water, sewage, and electricity demands, using the newest efficiency technology will help the entire neighborhood as well as San Francisco. Higher utility usage has shown to damage the environment with higher greenhouse gas emissions and poorer water quality. Could the building be equipped with solar to mitigate energy use? Is the

project working the SF Public Utilities Commission to make sure the electricity is coming from renewable sources?

8. Environmental and Social Justice: My main concern is that the project will exacerbate existing inequalities. Lower income communities suffer from disproportionately higher levels of poverty and violence and disproportionately lower quality of health, education, and access to services.

Sincerely,
Keith Nagayama
17 Caire Terrace
San Francisco, CA

This message has been checked for threats by Atkins IS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

June 5, 2012

Eugene Flannery
Environmental Compliance Manager
Mayor's Office of Housing
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Subject: Scoping Comments for the HOPE SF Development at Potrero Terrace and Potrero Annex Public Housing Development, San Francisco, California

Dear Mr. Flannery:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on May 2, 2012, requesting comments on the preparation of a Draft Environmental Impact Statement (DEIS) for the Housing Development at Potrero Terrace and Potrero Annex site as part of the HOPE SF development program. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

Many of the comments raised in this letter, were also included in our January 12, 2011 letter responding to the Notice of Intent to Prepare a DEIS for the Alice Griffith Public Housing Project. We encourage the use of the DEIS for the Alice Griffith Public Housing Project as a model, to the extent that impacts may be similar for this project.

HUD/DOT/EPA Partnership for Sustainable Communities

In June 2009, the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and EPA entered into a partnership to better coordinate federal housing, transportation, and environmental protection investments. The partnership is based on the following principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investment
- Value communities and neighborhoods

We encourage the Mayor's Office of Housing to integrate these principles into the proposed redevelopment, and to coordinate with HUD, DOT, EPA, and the following local efforts during planning to ensure that the development reflects the goals of the Partnership for Sustainable Communities.

Neighborhood Parks Council

In 2011, EPA awarded the Neighborhood Parks Council (NPC) of San Francisco with a Brownfields Area-Wide Planning Pilot Program award. NPC is using EPA funding to facilitate community involvement in area-wide planning of the “Blue Greenway” to support revitalization in southeastern San Francisco. The Blue Greenway is a 13-mile corridor along the city’s southeastern waterfront, near the proposed redevelopment, where open spaces will be linked together for new recreational opportunities, nature discovery, and public access to the waterfront. The project area contains at least 12 brownfield sites near the Blue Greenway alignment. The area-wide planning process will leverage existing efforts to identify and reduce threats to human health and the environment, and will facilitate assessment and cleanup of brownfields in the target area by identifying site-specific reuses for brownfield sites.

EcoCenter at Heron’s Head Park Partnership

EPA previously awarded the EcoCenter at Heron’s Head Park Partnership with its National Achievement in Environmental Justice Award. The EcoCenter, also located near the proposed redevelopment, is the first environmental education center in the Bay Area that focuses on environmental justice and provides eco-literacy training for students, teachers, and communities in San Francisco. The EcoCenter also teaches green building through demonstration, featuring a solar array for energy production, onsite rainwater storage and wastewater treatment, a green roof, and sustainable landscaping at its facility.

Sustainable Design

To support the principles of sustainable communities, we also encourage incorporation of smart growth principles, green building, and green infrastructure into the proposed redevelopment. Information about smart growth can be found at http://www.epa.gov/smartgrowth/about_sg.htm. Information about green building can be found at <http://www.epa.gov/greenbuilding/>. Information on green infrastructure can be found at http://cfpub.epa.gov/npdes/home.cfm?program_id=298.

Air Quality

The DEIS should discuss the air quality impacts of this project and obtain all necessary permits, taking into consideration emissions resulting from equipment, demolition, and construction activities. The proposed project is located in the San Francisco Bay Area Air Basin, which is designated marginal nonattainment for the 8-hour ozone national ambient air quality standard (NAAQS) and non-attainment for the 24-hour NAAQS for fine particulate matter (PM_{2.5}). Because of the area’s nonattainment status, it is important to reduce emissions resulting from the project.

The DEIS should provide a discussion of the baseline air quality conditions in the project area, a description of federal and state air quality regulations, and a rigorous assessment of direct, indirect, and cumulative effects of the proposed project on air quality. The analysis of air quality impacts should include direct, indirect and cumulative impacts from both construction and post-construction conditions. The DEIS should describe specific commitments to mitigate emissions

that will prevent further degradation of air quality. An estimate of the air quality benefits that result from each mitigation measure proposed should be included in the DEIS.

The DEIS should describe whether the Project will or will not meet general conformity requirements in accordance with the associated state implementation plans. If the project is determined to potentially interfere with the attainment of NAAQS, HUD is required to conduct a conformity analysis to determine the likelihood and extent of interference. Though the Clean Air Act does not require a federal lead agency to prepare a draft General Conformity Determination as part of the NEPA process, EPA recommends this, when relevant, in the interest of full public disclosure and to better inform decision making.

Asbestos

The DEIS should identify whether structures to be demolished contain asbestos. Asbestos is regulated under Section 112 of the Clean Air Act (CAA) as part of the National Emissions Standards for Hazardous Air Pollutants (NESHAPs) program (40 CFR Part 61). The Asbestos NESHAPs cover demolition or renovation projects and requires that the owner/operator thoroughly inspect the facility for asbestos prior to the start of demolition or renovation and requires that all regulated asbestos-containing material be properly removed prior to the start of demolition or renovation. All individuals who inspect for asbestos, develop management plans, and conduct abatement work must be certified per the Asbestos Hazard Emergency Response Act (AHERA).

The DEIS should describe measures that will be taken to meet NESHAPs and AHERA requirements regarding proper removal and disposal of asbestos-containing structural materials to avoid accidental release of friable asbestos during the project. The DEIS should include a clearance program that would be conducted to ensure against human health or environmental risks at the site after movement/demolition activities are completed. HUD is also subject to the Bay Area Air Quality Management District's asbestos removal requirements, which should be discussed in the DEIS.

Construction Emissions Mitigation

EPA recommends that the following mitigation measures be committed to in the DEIS, as appropriate, to reduce construction emissions:

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new equipment meeting the most stringent of applicable federal¹ or state standards². In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible³. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, the Mayor's Office of Housing and HUD should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel PM and other pollutants at the construction site.

Administrative Controls:

- Coordinate with the Bay Area Air Quality Management District to identify a construction schedule to minimize cumulative impacts from multiple development and construction projects in the region, if feasible; to minimize cumulative impacts.
- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as daycare centers, schools, nursing homes, hospitals, and other health-care facilities, and specify the means by which you

¹ EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

² For ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

³ Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and \geq 750 hp 2011- 2015).

will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

Mobile Source Air Toxics

Many studies have measured elevated concentrations of pollutants near large roadways. These elevated concentrations generally occur within approximately 200 meters of the road, although the distance may vary depending on traffic and environmental conditions. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultrafine particles.

Recent studies have also examined the association between living near major roads and various adverse health endpoints. Several well-conducted epidemiologic studies have shown associations with cardiovascular effects, premature adult mortality, and adverse birth outcomes, including low birth weight and size. Traffic-related pollutants have been repeatedly associated with increased prevalence of asthma-related respiratory symptoms in children. Also, based on toxicological and occupational epidemiologic literature, several of the MSATs, including benzene, 1,3-butadiene, and diesel exhaust, are classified as known and likely human carcinogens. Thus, cancer risk, including childhood leukemia, is a potential concern in near roadway environments. For additional information on MSATs, please see EPA's MSAT website (<http://www.epa.gov/otaq/toxics.htm>).

Because of these concerns, EPA recommends that the Mayor's Office of Housing consider levels of current and future traffic, and existing air quality conditions in the vicinity of the proposed redevelopment, and use this information to inform project design and planning. Also, as stated above with regard to construction emissions, the DEIS should identify sensitive receptors in the project area, such as schools, daycare centers, nursing homes, and hospitals, and specify how impacts to these receptors due to both construction and long term land use associated with the project will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors, away from fresh air intakes and buildings, and design neighborhoods such that sensitive receptors are not proximate to emissions sources, such as high-traffic roads.

Health Implications of Buildings and Neighborhoods

A fundamental purpose of NEPA is to "promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man⁴." The Center for Disease Control's Designing and Building Healthy Places website⁵ offers more specific health design elements, such as increasing physical activity (e.g. walkable and bikeable neighborhoods) and increasing access to healthy food (e.g. community gardens). The website also includes resources, such as *The Built Environment and Health: 11 Profiles of Neighborhood Transformation*, which was prepared with funding from CDC and the National Center for Environmental Health. It profiles eleven projects in predominantly low income communities where local residents mobilized public and private resources to make changes in their physical environments to improve the health and quality of life for their citizens. EPA's *Living Smarter*,

⁴ NEPA § 102 [42 USC § 4321]

⁵ <http://www.cdc.gov/healthyplaces/>

*Growing Healthier*⁶ offers suggestions for keeping older populations healthier. We recommend incorporating elements of the CDC and EPA guidance in the project design, as appropriate, to improve community health.

Environmental Justice

Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the Council on Environmental Quality (CEQ) has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf>). The DEIS should include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of the demographic information. The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. The following are additional, specific steps EPA recommends for an adequate analysis of environmental justice impacts for a project of this nature.

- Define the potential environmental justice concerns, which is the first step in an environmental justice analysis. Include a discussion of any environmental justice issues raised during scoping meetings. Also briefly discuss the key issues where environmental justice is potentially a concern, such as relocation, air quality, noise, vibration, access to property, pedestrian safety, etc.
- Define the reference community, which, combined with defining the affected community, is the second analysis step. This is a critical step since the definitions are used to analyze whether there are disproportionately high and adverse human health or environmental impacts by comparing the impacts to the affected population with the impacts to the reference community. The DEIS should briefly summarize the affected community and reference community.
- Accurately disclose whether or not the project will result in a disproportionate and adverse impact on minority or low-income populations. Ensure this conclusion is reported consistently throughout the DEIS. If a potential environmental justice issue has been identified, the DEIS should clearly state whether, in light of all of the facts and circumstances, a disproportionately high and adverse human health or environmental impact on minority populations or low-income populations is likely to result from the proposed action and any alternatives. This statement should be supported by sufficient information for the public to understand the rationale for the conclusion.
- Briefly summarize the findings, provide a reference to other relevant sections of the document which describe the specific impacts in greater detail, and comment on whether or not there is an environmental justice impact for those potential environmental justice concerns which are discussed in detail in other sections of the document.

⁶ see <http://www.epa.gov/aging/bhc/guide/index.html#development>

- Propose appropriate mitigation if disproportionately high and adverse human health or environmental impacts on minority populations or low-income populations are likely to result from the proposed action and any alternatives.

EPA appreciates the opportunity to comment on preparation of the DEIS. Once the DEIS is released for public review, please send one hard copies and, if available, one electronic copy to me at the address above (mail code: CED-2). Please contact me with any questions related to the comments provided in this letter at (415) 072-3856 or kelly.thomasp@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Kelly", with a long horizontal flourish extending to the right.

Tom Kelly
Environmental Review Office

cc: Ernest Molins, HUD
Meredith Thomas, NPC