

20. APPENDICES

- 20.1 Notice of Preparation and Initial Study
- 20.2 CEQA Standards for EIR Adequacy
- 20.3 CEQA Definition of "Mitigation"
- 20.4 Historical Resources Technical Report

APPENDIX 20.1

NOTICE OF PREPARATION AND INITIAL STUDY

**San Francisco
Redevelopment Agency**

One South Van Ness Avenue
San Francisco, CA 94103

415/749 2400



GAVIN NEWSOM, Mayor
Richard H. Pearson, Jr., President
London Breed, Vice President
Lorena Reyes, Councilmember
Ramon E. Alarcon
Darrin Singh
Berry Y. Yee
Merica Rosen, Executive Director

NOTICE OF PREPARATION

110-00510-07-000

To: Responsible Agencies, Trustee Agencies, and Other Interested Parties
Subject: **Notice of Preparation of a Draft Environmental Impact Report for the proposed Visitacion Valley Redevelopment Program¹**
From: San Francisco Redevelopment Agency
Street Address: 1 South Van Ness Avenue, Fifth Floor
City/State/Zip: San Francisco, California 94103
Contact: Tom Evans, Lead Planner

Pursuant to the California Environmental Quality Act (CEQA), the San Francisco Redevelopment Agency and the City and County of San Francisco Planning Department will be the Co-Lead Agencies and will prepare a Draft Environmental Impact Report (DEIR) for the proposed project identified below. We are interested in the views of your agency or organization as to the appropriate scope and content of the DEIR's environmental information pertaining to your agency's statutory responsibilities in connection with the proposed project.

The proposed project, its location, and its potential environmental effects are described in the attached Initial Study.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to the San Francisco Redevelopment Agency, Attention: Tom Evans, Lead Planner, 1 South Van Ness Avenue, Fifth Floor, San Francisco, California 94103. Please provide a contact name for your agency or organization with your comments.

Project Title: Visitacion Valley Redevelopment Program

Project Applicant: San Francisco Redevelopment Agency

Project Description: The San Francisco Redevelopment Agency and San Francisco Planning Department are proposing to adopt and implement a redevelopment program for San Francisco's Visitacion Valley neighborhood to overcome adverse blighting influences, facilitate improved housing opportunities and improved neighborhood-serving commercial development in Visitacion Valley. The proposed redevelopment program (the "project") includes adoption and implementation of a Redevelopment Plan, a set of General Plan and zoning code revisions, and other actions to facilitate use of the dormant Schlage Lock property along the east side of Bayshore Boulevard, redevelopment properties along the opposite (west) side of Bayshore Boulevard, and revitalize Leland Avenue. The

¹References: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15163, and 15375.

proposed Redevelopment Plan component of the program is intended to improve physical and economic conditions in the project area that cannot reasonably be expected to be alleviated without redevelopment assistance.

Project Area: The proposed boundaries of the area, which is the focus of the CEQA "project" referred to in this NOP, is the Visitacion Valley "Survey Area" boundary, designated by the San Francisco Board of Supervisors in June 2005 to initiate the necessary studies and actions required under California Redevelopment Law to determine the appropriateness of adopting an associated Redevelopment Plan.

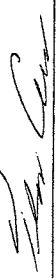
Project Location: The project area is comprised of approximately 46 acres, located on both sides of Bayshore Boulevard roughly between Sunnysdale Avenue and Blanken Avenue, and Leland Avenue generally between Rutland Street and Bayshore Boulevard, in San Francisco's Visitacion Valley neighborhood.

DEIR Scope: The Redevelopment Agency has prepared an Initial Study in CEQA-recommended format to focus the EIR on potentially significant effects. The Initial Study is available from the Redevelopment Agency at One South Van Ness Avenue or on the Redevelopment Agency's website: www.sfgov.org/sfra.

Notice of Scoping Meeting: Pursuant to CEQA Guidelines section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the Redevelopment Agency will conduct a scoping meeting for the purpose of soliciting views of adjacent jurisdictions, responsible agencies, agencies with jurisdiction by law, trustee agencies, and interested parties requesting notice, as to the appropriate scope and content of the EIR.

The Visitacion Valley EIR scoping meeting will be held on February 26, 2007 at 10:00 AM, at One South Van Ness Avenue, Fifth Floor, Room 5080.

Please contact Tom Evans, Lead Planner, for further information.

 01/31/07

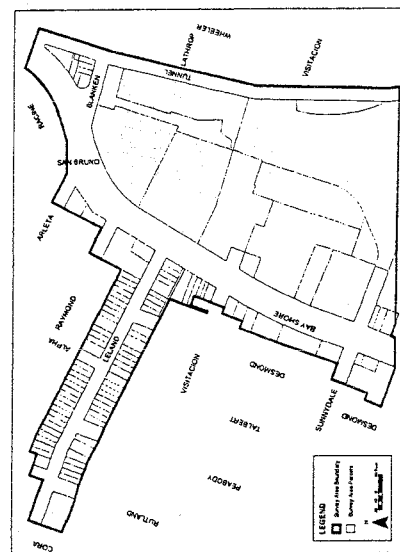
Tom Evans, Lead Planner

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E-Mail: Tom.Evans@sfgov.org

Date



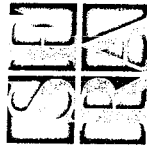
**Visitacion Valley
Survey Area Boundary Map**

Case No. ER01.02.07

**San Francisco
Redevelopment Agency**

One South Van Ness Avenue
San Francisco, CA 94103

415.749.2400



GAVIN NEWSON, Mayor
Richard H. Pesquera, Jr., President
London Breed, Vice President
Frances Conington
Leroy King
Ramon E. Romero
Darshae Singh
Benny T. Tse
Marcia Rosen, Executive Director

**INITIAL STUDY FOR THE PROPOSED VISITACION VALLEY
REDEVELOPMENT PROGRAM**

Case No. ER01.02.07

1. Project Title:

Visitation Valley Redevelopment Program

2. Co-Lead Agencies:

San Francisco Redevelopment Agency
1 South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103

Planning Department, City and County of San Francisco
1660 Mission Street, Fifth Floor
San Francisco, CA 94103

3. Contact Person and Phone Number:

Tom Evans, Lead Planner
San Francisco Redevelopment Agency
Telephone: (415) 749-2539
FAX: (415) 749-2524
E-Mail: Tom.Evans@sfgov.org

4. Prepared by:

John Wagstaff, Principal
Wagstaff and Associates
2512 Ninth Street, Suite 5
Berkeley, CA 94710

5. Project Overview:

The San Francisco Redevelopment Agency and San Francisco Planning Department are proposing to adopt and implement a redevelopment program for San Francisco's Visitation Valley neighborhood to overcome adverse blighting influences and facilitate improved housing opportunities and improved neighborhood-serving commercial development in Visitation Valley. The proposed redevelopment program (the "project") includes adoption and implementation of a Redevelopment Plan, a set of General Plan and zoning revisions, and other actions to facilitate re-use of the dormant Schlage Lock property along the east side of Bayshore Boulevard, revitalize properties along the opposite (west) side of Bayshore Boulevard, and revitalize Leland Avenue.

6. Project Background:

In 1999, the Ingersoll Rand Company, the corporate parent of the Schlage Lock Company, decided to close its longstanding Schlage Lock manufacturing operation on the east side of Bayshore Boulevard in Visitation Valley. The Schlage Lock facility remains vacant today.

Since early 2000, the San Francisco Board of Supervisors and the San Francisco Planning Department have been conducting a major community-based planning effort to re-examine land use controls and

consider other means of revitalizing the city's eastern neighborhoods. Residents, business and property owners, and other stakeholders in five eastern neighborhood districts where housing and industry co-mingle—the Mission, South of Market, Showplace Square-Potrero-Central Waterfront, South Bayshore (Bayview Hunters Point), and Visitation Valley—have been taking part in Planning Department-conducted community workshops to determine the future character of their neighborhoods. This broad neighborhood planning process is described in detail in a separate report issued by the Planning Department in February 2002 entitled *Profiles in Community Planning Areas: San Francisco's Eastern Neighborhoods*.

In 2002, within the context of its eastern neighborhoods planning effort, the Board of Supervisors directed the Planning Department to engage in a community-based planning process to formulate a vision for the future re-use of the dormant Schlage Lock property and other adjacent underutilized industrial lands on the east side of Bayshore Boulevard, including parcels owned by the Union Pacific Railroad and Universal Paragon Corporation. These properties include identified concentrations of soil and groundwater contamination from previous industrial activities which are currently undergoing remediation.

In the Spring of 2002, after an intensive series of community workshops, the Planning Department released the *Visitation Valley Schlage Lock Strategic Concept Plan* (the "Concept Plan") for the Schlage Lock property and vicinity. The Concept Plan calls for the redevelopment of the approximately 20-acre Concept Plan sub-area with a mix of residential, neighborhood-serving commercial, mixed use commercial/residential and public open space uses, including approximately 600 to 800 units of new housing and a supermarket, organized around a new, pedestrian-friendly internal circulation system connecting the sub-area to the adjacent Visitation Valley street grid. The Concept Plan assumes that development phasing would be governed by the progress of ongoing contaminant remediation. The Concept Plan also calls for the revitalization of the adjacent Leland Avenue corridor generally between Rutland Avenue and Bayshore Boulevard, and revitalization of properties fronting on the west side of Bayshore Boulevard opposite the Concept Plan sub-area.

In order to advance the Concept Plan and other Visitation Valley revitalization goals, the San Francisco Board of Supervisors, on June 7, 2005, passed Resolution 424-05, sponsored by Supervisor Sophie Maxwell, designating a Visitation Valley "Survey Area" (see Figure 2 herein) and urging the San Francisco Redevelopment Agency (the "Agency") to carry out the studies and other actions required under California Community Redevelopment Law to determine the appropriateness of adopting a Redevelopment Plan for the Survey Area. The Redevelopment Agency is now in the process of drafting the necessary plans, financial assessments, legal documents, reports to the Agency, and implementing the program for the potential Redevelopment Plan. The Redevelopment Agency and the Planning Department are also now in the process of identifying appropriate amendments to the San Francisco General Plan and associated changes to the San Francisco Planning Code (zoning) for selected portions of the project area, drafting streetscape improvement plans for Leland Avenue, and preparing the necessary CEQA documentation for the overall redevelopment program.

7. Terminology: As used in this Initial Study, the CEQA term "project" is defined to mean the proposed overall redevelopment program for the portion of the Visitation Valley neighborhood located within the adopted Survey Area, including the proposed Redevelopment Plan as well as the anticipated planning code amendments, General Plan revisions, and other actions to implement and facilitate revitalization of the neighborhood according to the Concept Plan. Similarly, as used in this Initial Study, the CEQA "project" within which the proposed redevelopment program will occur is bounded by the Visitation Valley Survey Area boundary designated by the Board of Supervisors on June 7, 2005 (hereafter referred to as the "project area").

8. Project Area Location: As illustrated by Figure 1, the project area is located in the eastern neighborhood area of San Francisco. As illustrated by Figure 2, the project area is comprised of approximately 35 acres extending on both sides of Bayshore Boulevard roughly between Sunnydale

¹Under state law, before a redevelopment plan can be adopted, the Board of Supervisors must adopt a resolution designating the potential redevelopment project area as a "Survey Area." This action provides a legal framework by which the Redevelopment Agency can determine and document the nature of the economic and physical problems in the Survey Area, work with the community to develop a plan aimed at eliminating these problems, and determine whether adoption of a Redevelopment Plan should be one of the methods of addressing such problems.

Avenue and Blanken Avenue. The largest portion of the project area, the Concept Plan sub-area, includes approximately 20 acres located east of Bayshore Boulevard, bounded on the east by Tunnel Avenue and on the south by the county line (see Figure 2). This sub-area includes the dormant Schlage Lock property and other underutilized industrial lands. The portion of the project area on the west side of Bayshore Avenue is comprised of primarily general commercial, residential and mixed use (commercial-residential) parcels fronting on the west side of Bayshore Boulevard, and neighborhood commercial, residential and mixed use (commercial-residential) parcels fronting along both sides of Leland Avenue extending generally to Ruland Avenue.

9. Project Co-Sponsors' Names and Addresses: San Francisco Redevelopment Agency, 1 South Van Ness, San Francisco, CA, 94102; contact: Tom Evans, Lead Planner, and City and County of San Francisco Planning Department, 1660 Mission Street, San Francisco, CA, 94103; contact: Kenneth J. Rich, Associate Planner.

10. Zoning: Current San Francisco Planning Code designations for the project area are illustrated on Figure 3.

Prior to August 2002, the Concept Plan sub-area on the east side of Bayshore Boulevard was designated "M-1," Light Industrial District, and "M-2," Heavy Industrial District. In August 2002, the San Francisco Board of Supervisors imposed interim zoning controls on the Schlage Lock property which had the effect of changing the existing "M-1" industrial zoning district to "NC-3," Moderate-Scale Neighborhood Commercial District, and specified a maximum neighborhood commercial floor area total for the property of 50,000 square feet. The interim change expired in March 2003 and the zoning designation for the property reverted back to "M-1."

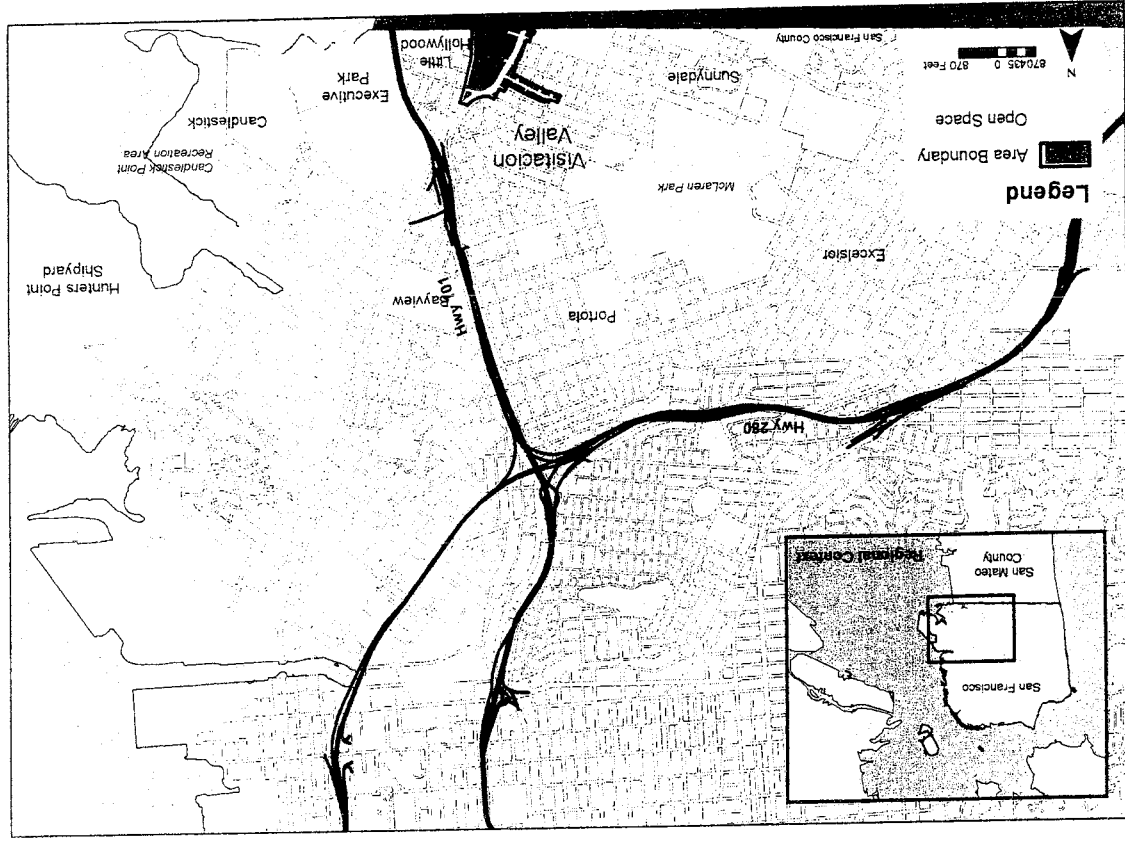
The existing zoning designation for parcels fronting on the west side of Bayshore Boulevard is "NC-3," Moderate-Scale Neighborhood Commercial District, and for parcels fronting on either side of Leland Avenue is "NC-2," Small-Scale Neighborhood Commercial District.

11. Description of Project: The proposed Visitacion Valley redevelopment program (the "project") requires adoption and implementation of the following primary components:

- (1) The adoption by the Board of Supervisors of amendments to San Francisco General Plan designations and associated changes to the San Francisco Planning Code necessary to facilitate appropriate revitalization activity in the project area, including the land use, urban design and revitalization concepts described in the community-derived Concept Plan; and
- (2) The adoption by the Redevelopment Agency and the Board of Supervisors (as the legislative body of the City and County of San Francisco) of a *Visitacion Valley Redevelopment Plan* which would establish a Visitacion Valley Redevelopment Project Area and authorize the Agency to engage in a range of redevelopment assistance activities in the Redevelopment Project Area aimed at reducing blighting conditions and facilitating increased private investment and development consistent with the revised General Plan and Planning Code provisions.

The overall objective of the Visitacion Valley redevelopment program is to formulate and carry out a set of long-term revitalization actions within the project area aimed at reducing blight, improving housing opportunities, encouraging improved neighborhood-serving commercial development, facilitating increased private economic investment and generally improving physical and economic conditions that cannot reasonably be expected to be alleviated without redevelopment assistance.

It is estimated that the proposed combination of Redevelopment Plan activities and General Plan/Planning Code changes in the project area would facilitate a net increase of approximately 1,600 units of housing, 130,000 square feet of commercial space, and 25,000 square feet of neighborhood cultural, institutional and educational space.



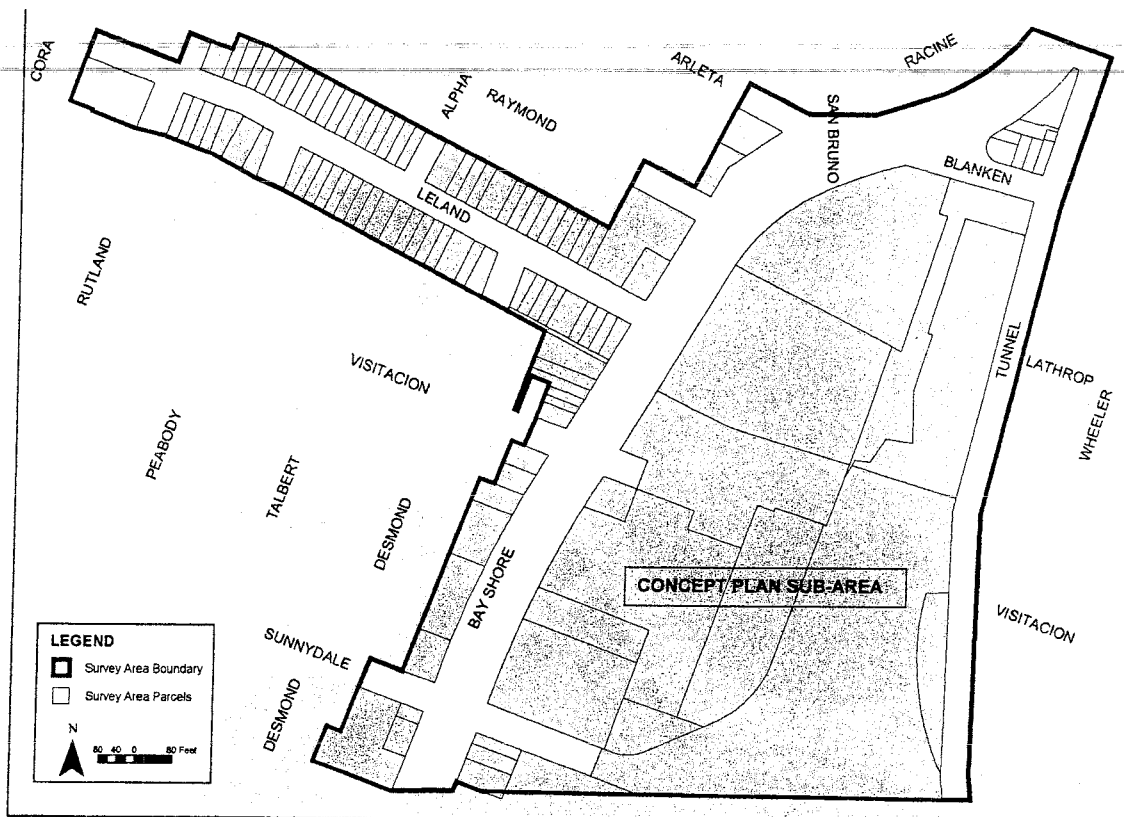


Figure 2 – Visitation Valley Survey Area Boundary
Visitation Valley Redevelopment Program

San Francisco Redevelopment Agency

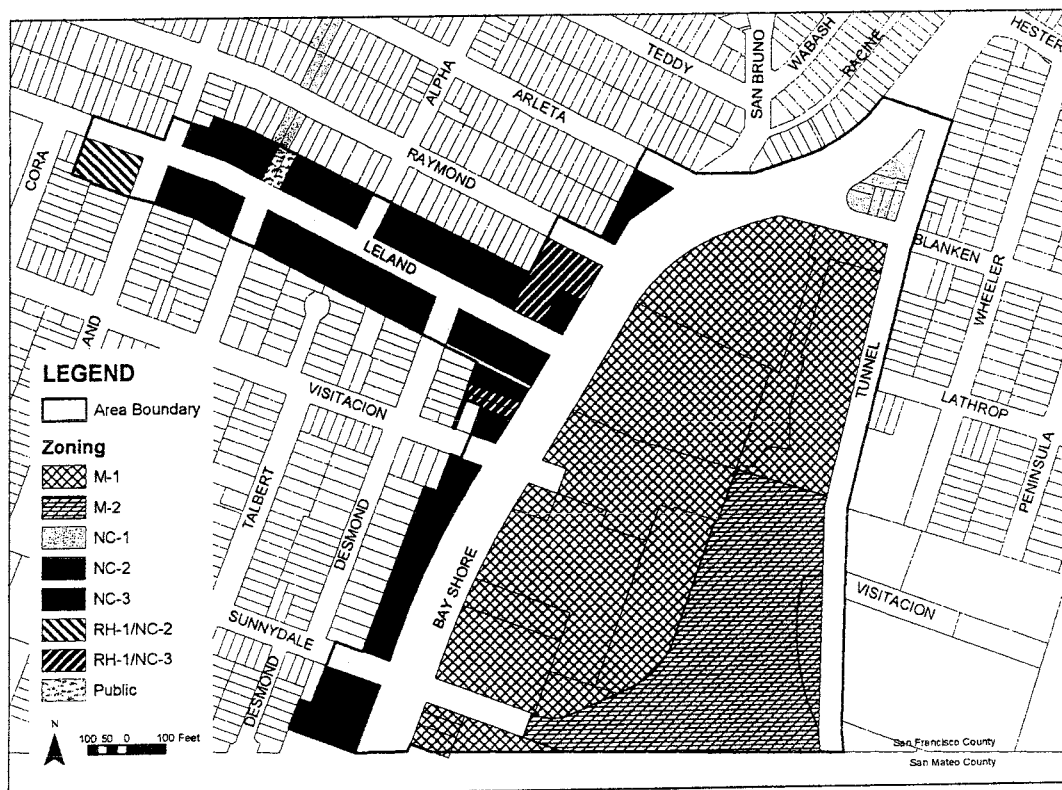


Figure 3 – Existing Zoning in Survey Area
Visitation Valley Redevelopment Program

San Francisco Redevelopment Agency

California Redevelopment Law stipulates that the Redevelopment Plan and any subsequent development must be consistent with the community's adopted General Plan. The land use and urban design revitalization concepts envisioned for the project area, including the residential, neighborhood-serving commercial, mixed use (residential-commercial) and public open space development scenario envisioned for the Concept Plan sub-area, is inconsistent with previously adopted Planning Code designations and portions of the San Francisco General Plan. Implementation of these land use and urban design concepts would therefore be contingent upon approval of the proposed General Plan amendments and associated Planning Code changes actions prior to adoption of the proposed Redevelopment Plan.

12. Surrounding Land Uses and Setting: The project area adjoins the existing San Francisco residential neighborhoods of Visitacion Valley to the west and north and Little Hollywood to the east. Solid waste disposal and recovery facilities operated by three refuse companies are also located immediately to the east. The south edge of the project area is delineated by the City and County of San Francisco/San Mateo County-City of Brisbane boundary line. South of this boundary are the underutilized Baylands area currently occupied by dormant rail yards and industrially-zoned lands, the new Caltrain Bayshore Station, and the site of the planned southern terminus of the new Muni Third Street Light Rail Line. This adjoining area is the subject of a new Baylands Specific Plan formulation effort now underway by the City of Brisbane.

13. Other Public Agencies Whose Approval is Required: The proposed redevelopment program, including the zoning code amendments, other land use controls and the Redevelopment Plan would require approval by the San Francisco Planning Commission, the San Francisco Redevelopment Agency Commission, and finally by the San Francisco Board of Supervisors. Approvals by other public agencies would not be required for these documents; however some implementation elements of the redevelopment programs such as subdivision maps, infrastructure plans, new streets designs, and new park plans will require review by other San Francisco city departments.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| ☒ Aesthetics | ☒ Hazards & Hazardous Materials | ☒ Public Services |
| ☐ Agricultural Resources | ☒ Hydrology/Water Quality | ☒ Recreation |
| ☒ Air Quality | ☒ Land Use/Planning | ☒ Transportation/Traffic |
| ☐ Biological Resources | ☐ Mineral Resources | ☐ Utilities/Service Systems |
| ☒ Cultural Resources | ☐ Noise | ☐ Wind/Shadows |
| ☐ Geology/Soils | ☒ Population/Housing | ☒ Mandatory Findings of Significance |

A description of project's potentially significant environmental impacts is attached to and incorporated as a part of this Initial Study.

EFFECTS FOUND NOT TO BE POTENTIALLY SIGNIFICANT:

On the basis of the Initial Study evaluation, the proposed project would not have a significant adverse effect on the environment for the following environmental factors: scenic resources; agricultural resources; wind and shadow effects; biological resources; paleontological resources; geology and soils; mineral resources and air traffic. These environmental factors are discussed in the Initial Study and require no further environmental analysis.

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated impact." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further** is required.

Signature:

Tom Evans, Lead Planner
San Francisco Redevelopment Agency

Date:

01/31/07

Potentially Significant Impact	Less-Than- Significant Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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ENVIRONMENTAL IMPACTS:

The following environmental factors were assessed for potential adverse environmental impacts based on the project description, field observations, experience and expertise of the Initial Study preparers on similar projects, and review of prior environmental review of development projects in the project vicinity. Additional sources for this Initial Study are cited in the relevant sections of the analysis.

I. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista? ☒ ☐ ☐ ☐
- Explanation: The proposed Visitation Valley redevelopment program includes actions to facilitate: (1) new residential, neighborhood commercial, mixed use and public open space development in the Visitation Valley Schlage Lock Strategic Concept Plan (Concept Plan) sub-area, which is an approximately 20-acre portion of the project area, (2) residential and commercial revitalization along Bayshore Boulevard and Leland Avenue, and (3) associated improvements throughout the project area. The land use and urban design revitalization concepts envisioned for the project area, including the residential, neighborhood-serving commercial, mixed use (residential-commercial) and public open development scenario envisioned for the Concept Plan subarea, are inconsistent with previously adopted General Plan and Planning Code designations. Implementation of these land use and urban design concepts would therefore require approval of proposed General Plan amendment and associated Planning Code change actions to revise such development and urban design controls as land use, building height, building frontage and coverage, street standards, architectural standards, and signage standards.

A primary objective of the proposed changes in development controls and the proposed improvement actions is to improve the image and aesthetic qualities of the project area and the Visitation Valley community as a whole, including the creation of a new, pedestrian-friendly circulation system in the Concept Plan sub-area connecting with the surrounding Bayshore Boulevard/Leland Avenue street grid. Nevertheless, buildout of the project area, including the Concept Plan subarea, under the new development and design controls would alter existing views from adjacent and surrounding vantage points, including through-travel routes (e.g., Bayshore Boulevard, Leland Avenue) and adjacent neighborhood vantage points. The anticipated intensification of development over existing conditions in the project area could result in visual disruptions and distractions, and adverse effects on scenic vistas. The EIR will address this issue.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

Explanation: The proposed redevelopment program would not damage scenic resources within a state scenic highway, either directly (e.g., through proposed development) or indirectly (e.g., through roadway improvements required to mitigate potential traffic impacts of the proposed project). There are no state-designated scenic highways near the project area (U.S. 101 is located approximately one-half mile east of the project area's eastern boundary, this U.S. 101 segment is not within a state-designated scenic highway).

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☒ ☐ ☐ ☐

Explanation: See item 1.a above. The proposed redevelopment program is intended to facilitate development of residential, neighborhood commercial, and mixed use in-fill development in the project area, including the Concept Plan sub-area, as well as residential and commercial revitalization in the existing Leland/Bayshore commercial district. As project-facilitated revitalization occurs, the visual character of the project area and its surroundings may change significantly. The Concept Plan sub-area, in particular, is expected to be substantially redeveloped with new buildings. The EIR will include an evaluation of these changes to determine whether they may substantially degrade the existing visual character of the project area and its surroundings.

Potentially Significant Impact	Less-Than- Significant Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ☒ ☐ ☐ ☐

Explanation: Although the Visitation Valley community is an already urbanized area with a myriad of exterior lighting and nighttime illumination, nighttime lighting associated with new, project-facilitated development, especially within the Concept Plan sub-area, could have adverse effects on nighttime views of and within the project area from internal and surrounding neighborhood vantage points. The EIR will address this issue.

II. AGRICULTURE RESOURCES. (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.) Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ☐ ☐ ☐ ☒

Explanation: No existing agricultural uses are located in or near the project area. The County of San Francisco is not included on the maps of important farmland prepared biannually by the California Department of Conservation (a department of the California Resources Agency) (Source: 72 Townsend Street Project Initial Study, San Francisco Redevelopment Agency et al., January 5, 2006; in reference to "Important Farmland in California, 2002" [map], California Department of Conservation, Division of Land Resource Protection, "Farmland Mapping and Monitoring Program, August 2004, pp. 17 & 18). The redevelopment program would not result in conversion of any existing farmland or have an impact on existing agricultural resources.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ☐ ☐ ☐ ☒
- Explanation: No portion of the project area is zoned for agricultural use, nor is any portion of the area under a Williamson Act contract.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? ☐ ☐ ☐ ☒

Explanation: See item 1.a above.

III. AIR QUALITY. (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? ☒ ☐ ☐ ☐

Explanation: Land use and circulation changes facilitated by the proposed redevelopment program could generate increases in point source and vehicular air emissions. The EIR will evaluate these potential increases and associated impacts on local and regional air emissions in relation to applicable Bay Area Air Quality Management District (BAAQMD), State of California, and Federal Clean Air Act guidelines and standards.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ☒ ☐ ☐ ☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Explanation: Land use and circulation changes facilitated by the redevelopment program, and associated increases in local vehicular trips and traffic congestion, could contribute to a deterioration of local and regional air quality. See item III.a above. c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Explanation: See items III.a and III.b above. d) Expose sensitive receptors to substantial pollutant concentrations?	☒ ☒	☐ ☐	☐ ☐	☐ ☐

Explanation: Redevelopment program-facilitated future construction activities in the project area could lead to temporary air quality impacts (e.g., construction particulate and diesel emissions) on adjacent or nearby sensitive receptors, including existing residences within the project area and in the adjacent vicinity. Also, there may be sensitive receptors (e.g., residential frontages and/or schools) along local driving routes which may be subject to increased, project-related traffic, traffic congestion, and associated air emissions increases. The EIR will address these issues.

e) Create objectionable odors affecting a substantial number of people?

☒ ☐ ☐ ☐

Explanation: Redevelopment program-facilitated new commercial development involving food service (e.g., restaurants), auto repair, or other activities could result in localized objectionable odors. There may also be temporary objectionable odors related to redevelopment program-related building demolition and construction equipment operation. The EIR will address these issues.

IV. WIND/SHADOWS. Would the project:

a) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?

☐ ☐ ☒ ☐

Explanation:

i) Wind: Winds in San Francisco are generally from the west, off the Pacific Ocean. Wind speeds, in general, are greatest in the spring and summer, and least in fall. Daily variation in wind speed is evident, with the strongest wind in the late afternoon and lightest winds in the morning. Ground-level wind accelerations near buildings are controlled by exposure, massing and orientation.

Exposure provides opportunities for large structures to redirect wind flows down to street level. Taller buildings have greater exposure to high wind speeds. Massing is important in determining wind impact because it controls how much wind is intercepted by the structure and whether building-generated wind accelerations occur above ground or at ground level. A general rule is that the more complex the building is geometrically, the lesser the probable wind impact at ground level. Orientation determines how much wind is intercepted by the structure, a factor that directly determines wind acceleration.

The project area is outside the areas of the city specifically regulated by the Planning Code (Sections 148, 249.1(a)(3), 243(c)(8), and 263.11(c)) for measurements of specific comfort criteria at the ground level. The project is located on the eastern side of San Francisco and the climate is relatively more comfortable than other parts of the city with higher average temperatures and partial shelter from wind and fog coming off the Pacific Ocean.

The project would result in the development of many new buildings, but none of the proposed structures would exceed 100 feet, thus minimizing their exposure to high winds. Most of the proposed building mass in the project area would be limited to 3 to 5 stories. In the Concept Plan Sub-area, the project would extend existing streets into the site resulting in less continuous building mass than the existing buildings. Additionally new mixed use buildings proposed by the project will be more articulated than the current industrial structures. Thus the new buildings proposed by the project would not create a significant impact on ground level conditions and pedestrian comfort. (Source: Draft Environmental Impact Report, Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, pp. III.G-1--G5)

ii) Shadow: Section 295 of the San Francisco Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Planning Code Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the San Francisco Recreation and Park Department by any structure exceeding 40 feet unless that Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. No buildings greater than 40 feet would be permitted along Leland Avenue. However along the west side of Bayshore Boulevard and within the Concept Plan Sub-area height limits may exceed 40 feet.

The closest public open spaces or other properties under the jurisdiction of, the San Francisco Recreation and Park Department to the project area include: Hans Schiller Plaza, a portion of the Visitation Valley Greenway, is within the project area; the Visitation Valley Community Center, which sits immediately adjacent to the northwestern portion of the project area; Visitation Playground, located 100 feet west of the project area; and Little Hollywood Park, located 750 feet to the east of the Concept Plan sub-area. New shadows created by individual building within the project area may impact existing public open space under the jurisdiction of the San Francisco Recreation and Park Department. However, since all new development in the project area would be subject to Planning Code - Section 295 requiring shadow studies to determine potential impacts on open spaces, no additional study or mitigation would be necessary to avoid significant impacts to San Francisco Recreation and Park properties.

(Source: [http://www.sfgov.org/site/uploadedfiles/recpark/SF_RecPark_Map\(2\).pdf](http://www.sfgov.org/site/uploadedfiles/recpark/SF_RecPark_Map(2).pdf), accessed January 31, 2007)

V. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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Explanation: The project area is comprised of and adjoins a fully developed urban environment. The project area does not contain any known habitat for rare, endangered, or other special-status plant or animal species, nor is the project area designated for preservation, conservation, wildlife habitat protection, or wetland protection. The proposed redevelopment program would not substantially affect or substantially diminish any plant or animal habitat.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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Explanation: See item V.a above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of

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Explanation: The project area is located in an urbanized environment that does not include any identified unique geological features. No paleontological resources have been identified or indicated in the project area or immediate vicinity. Although the potential for encountering paleontological resources on the project site is considered low, any destruction of unique paleontological resources during earthmoving activities would be a potentially significant impact. Implementation of the following measure would reduce this potential impact to a less than significant level:

Mitigation Measure CR-1: If any paleontological resources are encountered during site grading or other construction activities, all ground disturbances shall be halted until the services of a qualified paleontologist can be retained to identify and evaluate the resource(s) and, if necessary, recommend mitigation measures to document and prevent any significant adverse effects on the resource(s).

d) *Disturb any human remains, including those interred outside of formal cemeteries?* ☒ ☐ ☐ ☐

Explanation: There are no formal cemeteries located within the project area; however, the project area may contain as yet unknown cultural resources, including human remains that could be altered, damaged, or destroyed by future, project-facilitated land development activity. See item VI.b above. The EIR will address this issue.

VII. GEOLOGY AND SOILS. Would the project:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:* ☐ ☐ ☐ ☒

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)* ☐ ☐ ☐ ☒

Explanation: There are no known active faults traversing the project area, and therefore no impacts from fault rupture are expected. However, the project area is within a seismically active region and could experience strong seismic ground shaking and related effects in the event of an earthquake on one of the identified active or potentially active faults in the region (e.g., San Andreas fault, Hayward fault, Calaveras fault). By law, all project development would be required to comply with the most stringent applicable seismic design provisions of the latest Uniform Building Code (UBC) as well as with the seismic safety performance standards of the San Francisco Building Code. In addition, the San Francisco Department of Building Inspection (DBI), in its review of substantial building permit applications, may require individual project sponsors to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act; the report would assess the nature and severity of on-site ground shaking hazards and recommend project design and construction features to reduce the hazards. To ensure compliance with all applicable building code provisions regarding structural safety, when the DBI reviews the geotechnical report and building plans for a development proposal, the DBI determines the necessary project engineering and design features to reduce potential structural damage from ground shaking. (Source: Draft Environmental Impact Report: Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, pp. III.L-15-III.L-17.)

Because these seismic shaking precautionary procedures are mandated under existing DBI requirements, no additional geotechnical mitigation would be necessary to avoid significant damage to structures from ground shaking and related effects.

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the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Explanation: See item V.a above.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* ☐ ☐ ☐ ☒

Explanation: The project area is comprised of and adjoins a fully developed urban environment and is not utilized by resident or migratory fish or wildlife species, nor would the proposed project interfere with the movement or activities of such species.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* ☐ ☐ ☐ ☒

Explanation: The proposed project would not conflict with any local policies or ordinances protecting biological resources. The project would facilitate introduction of additional trees and landscaping in the project area, including within the Concept Plan sub-area and along Leland Avenue and Bayshore Boulevard.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or state habitat conservation plan?* ☐ ☐ ☐ ☒

Explanation: The project area is located in an urbanized environment that is not subject to any adopted habitat conservation plan or natural community conservation plan.

VI. CULTURAL RESOURCES. Would the project:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5?* ☒ ☐ ☐ ☐

Explanation: The project area may contain significant historical resources as defined by CEQA Guidelines section 15064.5(a), possibly including portions of the Schlage Lock property, the Bayshore Cutoff railroad tunnel (which runs under Blanken Avenue), and structures on Leland Avenue and Bayshore Boulevard. Redevelopment program-facilitated revitalization activities, including changes and intensification of land uses in portions of the project area, could affect one or more of these possibly historic resources. The EIR will address this issue.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5?* ☒ ☐ ☐ ☐

Explanation: If not mitigated, development facilitated by the redevelopment program could destroy one or more as yet unidentified and/or unrecorded significant prehistoric archaeological sites in the project area. See also item VI.d below. The EIR will address this issue.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic* ☐ ☒ ☐ ☐

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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Project-facilitated future alteration, renovation, or replacement of existing structures would not change the existing seismic, geological, or soil characteristics of the project area. Redevelopment program-facilitated seismic upgrading of existing structures, or their replacement with new structures built to San Francisco Building Code standards, would improve the overall seismic safety of the project area, which would be considered a benefit of the proposed project.

ii) Strong seismic ground shaking?

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Explanation: See response to VII a)

iii) Seismic-related ground failure, including liquefaction?

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No portion of the project area is identified as an area prone to potential seismic-induced liquefaction by the California Department of Conservation, Division of Mines and Geology (Source: "Adverse Soil Conditions and Seismic Hazards" map in Draft Environmental Impact Report: Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, p. III.L-10 and State of California, Department of Conservation, Seismic Hazard Zones - City and County of San Francisco Official Map).

The DBI, in its review of building permit applications, may require individual project sponsors to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of on-site seismic-related ground failure potential (if any) and recommend project design and construction features to reduce such hazards to less-than-significant levels. When the DBI reviews the geotechnical report and building plans for a development proposal, the DBI verifies the necessary project engineering and design features to ensure compliance with all applicable building code provisions regarding seismic-related ground failure potential. Such features might include, but would not be limited to, deep structural foundations and pre-loading of soil. (Source: Draft Environmental Impact Report: Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, p. III.L-21.)

Because such procedures are already authorized under existing DBI requirements, no additional geotechnical measures would be necessary to avoid significant seismic-related ground failure potential.

iv) Landslides?

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Explanation: The project area is a relatively flat urban environment covered primarily with paving (e.g., streets, sidewalks, parking areas) and buildings. Bayshore Boulevard in the project area slopes slightly upward toward the north but presents a minimal landslide hazard because the roadway and its bordering properties are almost entirely paved, with minimal natural topographic features. An existing, abrupt grade separation between the northeastern edge of the Schlage Lock property and the Southern Pacific Railway property near the Bayshore Cutoff tunnel (which runs under Blanken Avenue) is reinforced with an existing reinforced concrete retaining wall.

No portion of the project area is identified as an area of potential landslide by the California Department of Conservation, Division of Mines and Geology (Source: "Adverse Soil Conditions and Seismic Hazards" map in Draft Environmental Impact Report: Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, p. III.L-10 and State of California, Department of Conservation, Seismic Hazard Zones - City and County of San Francisco Official Map).

The DBI, in its review of building permit applications, may require individual project sponsors to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act, as necessary, such reports would assess the nature and severity of on-site landslide hazards (if any) and recommend project design and construction features to reduce such hazards to less-than-significant levels. To ensure compliance with all applicable building code provisions regarding landslide potential, when the DBI reviews such geotechnical

Potentially Significant Impact	Less-Than- Significant Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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reports and building plans for a development proposal, the DBI determines the necessary project engineering and design features to reduce landslide potential. Such features might include, but are not limited to, flattening slopes and/or unloading the top of slopes, improving drainage, constructing retaining structures near the toes of affected slopes, or importing soil material. (Source: Draft Environmental Impact Report: Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, pp. III.L-15-III.L-20.)

Because such procedures are already authorized under existing DBI requirements, no additional geotechnical measures would be necessary to avoid significant landslide potential.

b) Result in substantial soil erosion or the loss of topsoil?

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Explanation: Construction facilitated by the proposed redevelopment program could involve grading or other activities that could temporarily expose disturbed soils to erosion. Project area drainage would continue to drain to the City's combined stormwater drainage and sanitary sewer system, and would be treated to the standards contained in the City's National Pollution Discharge Elimination System (NPDES) Permit. During individual project construction activities, requirements to reduce erosion would be implemented pursuant to California Building Code chapter 33 (Excavation and Grading). During individual project operation, projects would be required to comply with all applicable discharge requirements. Because these erosion prevention procedures are mandated under existing City requirements, no additional geotechnical measures would be necessary to avoid significant soil erosion potential.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

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Explanation: See items VII a.i through .iv above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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Explanation: The individual project geotechnical studies required by the DBI characterize the site soils and evaluate the potential for expansive soils. As discussed above under items VI.a.i through .iv, compliance with the design recommendations contained in such geotechnical reports, subject to review and approval by the DBI, would ensure that redevelopment program-facilitated building projects would not create a substantial risk to life or property as a result of expansive soils.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

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Explanation: Wastewater from the project area would continue to be discharged into the City's combined stormwater drainage and sanitary sewer system, and conveyed to the Southeast Water Pollution Control Plant (SEWPCP). No septic systems or other alternative wastewater disposal systems would be required.

VIII. HAZARDS AND HAZARDOUS MATERIALS.
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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Explanation: Existing project area activity involving the routine transport, use, or disposal of hazardous

Potentially Significant Impact	Less-Than- Significant Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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materials appears to be limited to vehicle repair businesses that temporarily store, then dispose of, used oil and other vehicle fluids in accordance with applicable local, state, and federal laws. The EIR will verify this assumption. Redevelopment program-facilitated new residential and commercial uses could involve the use and disposal of common hazardous substances such as fuels, paint, solvents, fertilizers, and pesticides. Redevelopment program-facilitated development could also involve the demolition of structures that may contain hazardous building materials (e.g., friable asbestos, lead paint).

In particular, the Concept Plan sub-area portion of the project area is known to be affected by soil and groundwater contamination from previous industrial activities and is currently undergoing remediation. The extent and character of the contamination, as well as the effectiveness and status of ongoing remediation activities, would affect the location and timing of new development within the Concept Plan sub-area. The State of California Department of Toxic Substances Control (DTSC), a division of the California Environmental Protection Agency (EPA), is the designated lead agency for determination of clean-up requirements and permissible types of new development within the Concept Plan sub-area. Acceptable clean-up levels will be determined by the DTSC based on the designated future land uses and associated remediation feasibility; for example, if a location is zoned to permit residential use, and can feasibly be cleaned up to residential standards, then those particular clean-up levels would be specified; otherwise, the residential use would not be permitted. Generally identified locations and phasing for future land uses proposed in the Concept Plan area are expected to be more precisely defined as contamination clean-up proceeds. (Source: Visitation Valley Schlage Lock Community Planning Workshop: Strategic Concept Plan and Workshop Summary, July 2002, pp. 19-21.)

The EIR will address issues of potential project-facilitated transport, use, and disposal of hazardous materials throughout the project area, as well as the potential for project-facilitated demolition of structures possibly containing hazardous building materials; and the status of all identified ongoing soil or groundwater contamination clean-up programs.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Explanation: See item VIII.a above.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Explanation: See item VIII.a above. One public school, Visitation Valley Elementary School (55 Schwerin Street) is located within one-quarter mile of the project area near the western project area boundary. One other public school, Visitation Valley Middle School (450 Raymond Street), and one private elementary school are also located nearby, but are farther than one-quarter mile from the project area boundary. (Source: San Francisco Unified School District website, www.portal.sfusd.edu, accessed May 19, 2006; and *The Thomas Guide: San Francisco & Marin Counties, Street Guide*, 2004.)

Although the proposed project is not expected to result in any substantial routine handling of hazardous materials, substances, or waste, any project-related demolition and contamination clean-up could require the collection and transport of hazardous materials (e.g., friable asbestos, lead paint, contaminated soil) from the project area to appropriate off-site disposal facilities. The EIR will address these issues.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact	Less-Than- Significant Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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Explanation: The project area may or may not contain a site(s) included on this list; the EIR scope will include completion of an environmental records search to make this determination and address this issue.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Explanation: The project area is approximately six miles north of the San Francisco International Airport. The project area is not located within any airport-related "restricted zone" (e.g., noise exposure/land use compatibility, height limit, airport obstruction) (Source: San Mateo County Comprehensive Airport Land Use Plan, San Francisco International Airport Land Use Plan, City/County Associations of Governments of San Mateo County [C/CAG], December 1996). Therefore, the proposed redevelopment program would not result in any aircraft-related safety hazard for people residing or working in the project area.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Explanation: No private airstrip exists in the project area or surrounding vicinity.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Explanation: Redevelopment program-facilitated development would not be expected to physically interfere with any existing emergency response plans. Individual project sponsors would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsors' plans to provide for building occupants in the event of an emergency. The project sponsors' plans would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issues final building permits. Project construction would have to conform to the provisions of the Building and Fire Codes.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Explanation: The project area is located in an urbanized setting with almost no wildland fire hazard potential. San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. Individual development projects under the Redevelopment program would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

IX. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements?

Explanation: The San Francisco Public Utilities Commission (SFPUC) manages the City's wastewater collection, treatment, and disposal system. Redevelopment program-facilitated development in the project area, especially in the Concept Plan sub-area where the most substantial future development activity is anticipated, would increase project area wastewater generation. The project's wastewater would continue to be discharged into the City's combined stormwater drainage and sanitary sewer system, and conveyed to the

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	No Impact
SFPUC-operated Southeast Water Pollution Control Plant.			
In addition, construction period runoff from project-facilitated grading, especially in the Concept Plan subarea, could contribute to the degradation of regional water quality.			
The City of San Francisco currently holds a National Pollutant Discharge Elimination System (NPDES) permit adopted by the Regional Water Quality Control Board, San Francisco Bay Region (RWQCB), under the Clean Water Act for regulating discharges of pollutants into "waters of the United States" (i.e., San Francisco Bay). The NPDES permit specifies discharge prohibitions, dry-weather effluent limitations, wet-weather effluent criteria, receiving water limitations, sludge management practices, and monitoring and reporting requirements (Source: Draft Environmental Impact Report: Bayview Hunters Point Redevelopment Projects and Zoning, San Francisco Redevelopment Agency and San Francisco Planning Department, October 19, 2004, p. III M-14.)			
The EIR will address these water quality effects and their relationships to applicable waste discharge and water quality standards requirements.			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒
Explanation: The project area is already urbanized and does not provide a source of groundwater or groundwater recharge. Water supply service for the entire project area, including supply, treatment, and delivery, is provided and managed by the SFPUC; there are no plans for potable groundwater development within the project area.			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒
Explanation: The project area is already urbanized with minimal exposed surface soil. Storm drainage discharges from the area are conveyed to San Francisco Bay via an engineered municipal storm drainage system. Although the proposed redevelopment program would facilitate additional development, the project would not substantially change drainage rates, volumes, or patterns in the project area or surrounding vicinity in a manner which would result in substantial erosion of siltation on- or off-site.			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☒	☐	☐
Explanation: The EIR will address any existing or potential storm drainage deficiencies.			
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐
Explanation: See item IX.c above. The EIR will address any existing and potential drainage deficiencies.			

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	No Impact
f) Otherwise substantially degrade water quality?	☒	☐	☐
Explanation: See item IX.a above.			
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒
Explanation: The National Flood Insurance Program, which officially designates flood-prone areas, has identified no such areas in San Francisco, including the project area (Source: City of San Francisco General Plan, Community Safety Element, 1997, www.sfgov.org/site/planning, p. 3).			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒
Explanation: Flooding in the project area as a result of dam or reservoir failure, including earthquake-induced failure, is unlikely (Source: City of San Francisco General Plan, Community Safety Element, 1997, www.sfgov.org/site/planning, p. 3).			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒
Explanation: See item IX.g above.			
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☒
Explanation: The project area is relatively level and inland; the location is not susceptible to inundation by seiche, tsunami, or mudflow (Source: City of San Francisco General Plan, Community Safety Element, 1997, www.sfgov.org/site/planning, Map 6 -- 20-foot Tsunami Run-Up Map).			

X. LAND USE AND PLANNING. Would the project:

- a) Physically divide an established community? ☒ ☐ ☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Explanation: Currently, the project area exists as two distinct sub-areas separated by Bayshore Boulevard: the largely vacant Concept Plan subarea (approximately 20 acres) east of Bayshore Boulevard, and the mixed-use neighborhood commercial / residential frontages along Bayshore Boulevard and Leland Avenue on the west side of Bayshore Boulevard (approximately 13 acres). The proposed redevelopment program includes actions intended to facilitate new residential, neighborhood-serving commercial, mixed use, and public open space development in the Concept Plan sub-area; residential and commercial revitalization along Bayshore Boulevard and Leland Avenue; and associated improvements throughout the project area. The proposed redevelopment program is intended to improve land use conditions in the project area by improving the visual and functional connection between the Concept Plan and Leland/Bayshore sub-areas for both pedestrians and motorists. Within the Concept Plan sub-area, development of a mix of residential, neighborhood-serving commercial, and mixed use commercial/residential and public open space uses is envisioned, organized around a new, pedestrian-friendly internal circulation system connecting to the surrounding Visitation Valley street grid, including Leland Avenue. To implement the future revitalization scenario envisioned for the project area, the proposed redevelopment program includes changes in development controls within the Concept Plan sub-area and at selected locations along the west side of Bayshore Boulevard and along Leland Avenue. These changes would take the form of General Plan and Planning Code amendment actions that are necessary before adoption of the proposed Redevelopment Plan. The EIR will address the potential effects of the anticipated redevelopment program-facilitated future development and revitalization activities, including anticipated build-out characteristics under the anticipated land use control changes, on existing land use conditions.	☒	☐	☐	☐
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance), adopted for the purpose of avoiding or mitigating an environmental effect?</i> Explanation: Redevelopment plan-facilitated development would be subject to applicable goals, policies, guidelines, and standards of the City's General Plan and Planning Code, revised as necessary to implement the Concept Plan and other redevelopment program objectives. The land use policy and regulatory changes would be intended to improve land use conditions, economic viabilities, and aesthetic qualities of Visitation Valley. Nevertheless, future development under these development control revisions could result in the following land use impacts: (1) overall indirect impacts associated with changing residential density and building floor area ratio (FAR) and height allowances, and (2) site-specific land use compatibility impacts (e.g., between the redevelopment program-facilitated new residential, commercial, or mixed use development and existing adjacent land uses). These land use issues will be addressed in the EIR. Redevelopment program-facilitated land use changes could also have associated impacts on other environmental factors (e.g., aesthetics, cultural and historic resources, traffic, air quality, noise, public services and facilities). These environmental effects will be addressed in corresponding chapters of the EIR.	☒	☐	☐	☒
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i> Explanation: The proposed project area is not subject to an existing habitat conservation plan or natural community conservation plan. The project area is located in a fully urbanized and built out neighborhood that contains no natural habitat.	☐	☐	☐	☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project: a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i> Explanation: The Environmental Protection Element of the General Plan notes that there are no appreciable mineral deposits in the city. Accordingly, the proposed project would not affect mineral resources. b) <i>Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i> Explanation: See item XI.a above.	☐	☐	☐	☒
XII. NOISE. Would the project result in: a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standard of other agencies?</i> Explanation: Long-term noise level increases generated by redevelopment program-related traffic increases or temporary noise increases generated by redevelopment program-facilitated construction activities may exceed local or state standards. Also, the noise environment at the boundaries between existing and new project-facilitated land uses (e.g., residential and retail, residential and railroad) or noise intrusion into new uses along heavily-traveled Bayshore Boulevard, may result in long-term incompatibilities. The EIR will address these issues. b) <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i> Explanation: Redevelopment program-facilitated future demolition and/or construction activities could produce excessive ground borne vibration or noise. Existing railroad (Caltrain) operations adjoining the Concept Plan sub-area, and anticipated future operation of the Third Street Light Rail along Bayshore Boulevard and the southern edge of the project area could result in significant noise intrusion and noise/land use compatibility impacts. These issues will be addressed in the EIR. c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i> Explanation: See item XII.a above. d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i> Explanation: Anticipated redevelopment program-facilitated development activities, including demolition, earthmoving, and building/infrastructure construction, could result in significant temporary increases in existing noise levels (see item XII.a above). The EIR will address this issue. e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use</i>	☒	☐	☐	☐
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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	☒	☐	☐	☐
Explanation: Redevelopment program-facilitated new residential, commercial, and mixed-use development would generate additional demands for fire protection/emergency medical, police, schools, parks and recreation, and other public services and facilities. The EIR will address whether any such additional demands would require new or physically altered facilities.				
b) Police protection?	☒	☐	☐	☐
Explanation: See item XIV a above.				
c) Schools?	☒	☐	☐	☐
Explanation: See item XIV a above.				
d) Parks?	☒	☐	☐	☐
Explanation: See item XIV a above. The Visitation Valley Schlage Lock Concept Plan suggests a "general vision" for public open space provisions within the Concept Plan sub-area, including "appropriate amounts of open space...well integrated into the development and comfortably sized for passive recreation, creating central areas for gathering and focal points for the community" (Source: Visitation Valley Schlage Lock Community Planning Workshop: Strategic Concept Plan and Workshop Summary, July 2002, pp. 35-37). The EIR will address the environmental implications (benefits and potential impacts) of this open space concept, and of any other anticipated redevelopment program-facilitated new park provisions.				
e) Other public facilities?	☒	☐	☐	☐
Explanation: See item XIV a above. Also, the proposed redevelopment program may include various assistance options for providing a new public library facility on Leland Avenue in the project area, which would replace the existing storefront branch library at 45 Leland Avenue (also in the project area). The EIR will address the environmental implications of these options.				
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
Explanation: The project area contains Hans Schiller Plaza, a mini-park dedicated in 2001 on Leland Avenue as part of a Visitation Valley neighborhood greenway system. Visitation Valley Playground, at Cora Street between Leland and Visitation Avenues, is located near the project area's western edge and the Visitation Valley Community Center on Raymond Ave, sits immediately north of the project area boundary. Nevertheless, redevelopment program-facilitated residential and commercial development in the project area could increase demands for local and regional parkland and recreational facilities. The EIR will address this issue.				
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
airport, would the project expose people residing or working in the project area to excessive noise levels?				
Explanation: The project area is approximately six miles north of the San Francisco International Airport. The project area is not located within the airport's noise exposure/land use compatibility "restricted zone." (Source: San Mateo County Comprehensive Airport Land Use Plan, San Francisco International Airport Land Use Plan, City/County Associations of Governments of San Mateo County (C/CAG), December 1996, Map SFO-3). Therefore, the proposed project is not expected to expose people residing or working in the project area to excessive aircraft-related noise levels.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
Explanation: No private airstrip is located in the project area or surrounding vicinity.				
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
Explanation: A specific objective of the proposed redevelopment program is to implement Concept Plan-envisaged new housing development concentrated near the new Third Street Light Rail line and Bayshore Caltrain station. The project therefore has the potential to induce population growth within the project area. Direct effects of project-facilitated development on local population and housing characteristics, and associated indirect environmental implications (e.g., on aesthetics, cultural and historic resources, land use planning, transportation, water quality, public services), will be addressed in corresponding chapters of the EIR.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
Explanation: Redevelopment program-facilitated development activity could result in the replacement of a limited number of existing housing units with new residential development; however, no establishment or use of eminent domain authority over existing residential properties in the project area is proposed, and displacement of existing housing units is not anticipated. Although anticipated to be a less-than-significant effect, the EIR will address this issue.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
Explanation: See items XIII.a and XIII.b above.				
XIV. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which				

Explanation: See items XIII a, XIII d, and XV a above.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Explanation: The proposed redevelopment program is intended to encourage safe and convenient pedestrian activity and convenient public transit use (including use of the new Third Street Light Rail extension and proposed terminus station, and the new Bayshore Caltrain station), and trip internalization (e.g., housing concentration near transit facilities, and adequate neighborhood-commercial development within convenient walking distance). Nevertheless, incremental growth within the project area facilitated by the redevelopment program, in combination with other anticipated cumulative development in the vicinity, including the adjacent BaySide Specific Plan area and nearby Executive Park and Candlestick development areas, would generate additional daily and peak-hour vehicle traffic on the local street system. This additional redevelopment program-related and cumulative traffic could result in potentially significant impacts on local and regional roadway links and intersections. The EIR will apply appropriate local and regional criteria in projecting, identifying, and addressing these potential impacts and associated mitigation needs, while recognizing the redevelopment program's intent to foster increased transit use and create a safe pedestrian-friendly environment.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Explanation: See item XVI a above.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Explanation: The project area is approximately six miles north of the San Francisco International Airport. Redevelopment program-facilitated development would not require changes in air traffic patterns at the airport. The project area is not located within any airport-related "restricted zone" (e.g., noise exposure/land use compatibility, height limit, airport obstruction) (Source: San Mateo County Comprehensive Airport Land Use Plan; San Francisco International Airport Land Use Plan; City/County Associations of Governments of San Mateo County (C/CAG), December 1996). Therefore, the proposed project would not result in any air traffic-related safety risk.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Explanation: Redevelopment program-facilitated roadway and pedestrian modifications (intersection build-outs, tiled crosswalks, etc.) may have potentially hazardous design features. The EIR will address this issue.

- e) Result in inadequate emergency access?

Explanation: See item XVI a above. Redevelopment program-facilitated development would be subject to existing San Francisco Fire Department emergency access requirements. The anticipated project area

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- f) Result in inadequate parking capacity?

Explanation: Redevelopment program-facilitated new development would generate added demands for parking, however, parking adequacy within San Francisco is considered to be a social rather than a physical, environmental issue. The social inconvenience of a potential parking deficit, such as having to hunt for scarce parking spaces, is not an environmental impact, although there may be secondary physical environmental impacts associated with parking deficits, such as increased traffic congestion at intersections or congestion-related air quality, safety, or noise impacts. In the experience of San Francisco transportation planners, however, the absence of a convenient parking supply, combined with the high availability of alternative travel modes (e.g., transit, taxis, bicycles or travel by foot) and relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change overall travel habits. The secondary effects of drivers searching for parking is also typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts from a potential parking shortfall in the project area would be minor.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Explanation: See item XVI a above. The intent of the proposed redevelopment program is to implement land use and circulation provisions that further adopted City policies and standards supporting alternative transportation modes. The EIR will evaluate and verify redevelopment program consistency with these adopted policies.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Explanation: The proposed redevelopment program would facilitate intensified residential and commercial development, and result in associated water and wastewater system demand increases, in the project area. The San Francisco Public Utilities Commission (SFPUC) manages the City's water supply, treatment, and delivery systems and the City's wastewater collection, treatment, and disposal system.

The EIR will address the effects of redevelopment program-related increases in water demand and whether such increases will require the construction of new water system facilities, the construction of which could cause environmental impacts.

The EIR will also address the effects of redevelopment program-related wastewater generation increases on wastewater treatment capacity and on the future ability of the City's wastewater treatment system to meet the discharge treatment requirements of the Regional Water Quality Control Board.

- c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Explanation: The project area is already urbanized and served by existing storm drainage facilities, but improvements to existing facilities may be necessary. The EIR will address the need for such improvements, if any, and the construction impacts of such improvements.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
Explanation: See item XVII.a above.				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
Explanation: See item XVII.a above.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐

Explanation: Golden Gate Disposal provides solid waste pick-up, recycling, and disposal in the project area. San Francisco's solid waste is disposed of at the Altamont Landfill. Redevelopment program-related intensification of uses in the project area would increase the amount of solid waste generated, potentially affecting existing solid waste disposal service and landfill capacity. The EIR will address this issue.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Explanation: Altamont Landfill is regulated and operated in compliance with all applicable solid waste regulations, including the California Integrated Waste Management Act of 1989 and the California Solid Waste Reuse and Recycling Access Act of 1991. As a matter of City policy, all redevelopment program-facilitated development (e.g., construction, demolition, project operation) would be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste (e.g., recycling requirements).

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

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Explanation: This Initial Study has determined that impacts pertaining to the quality of the environment and California history/prehistory could be significant in the following related environmental areas: air quality (item III), cultural and historic resources (item VI), hazards and hazardous materials (item VIII), hydrology and water quality (item IX), land use and planning (item X), noise (item XII), public services (item XIV), recreation (item XV), transportation/traffic (item XVI), and utilities/service systems (item XVII).

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the

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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				
Explanation: This Initial Study has determined that some project impacts (e.g., air quality, traffic) could be cumulatively considerable. The EIR will evaluate the potential cumulative impacts of the proposed project in conjunction with other pending and anticipated development in the project vicinity.				
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐
Explanation: Project effects identified in this Initial Study as having possible substantial adverse impacts on human beings, either directly or indirectly, include aesthetics, air quality, cultural and historic resources, hazards/hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems, as described under items I, III, VI, VII, IX, X, XII, XIII, XIV, XV, XVI, and XVII, respectively.				

XIX. MITIGATION MEASURES.

The following mitigation measure has been identified in this document to reduce potentially significant impacts to less than significant levels:

Cultural Resources

Mitigation Measure CR-1 would reduce the potential impact on paleontological resources to a less than significant level:

Mitigation Measure CR-1: If any paleontological resources are encountered during site grading or other construction activities, all ground disturbances shall be halted until the services of a qualified paleontologist can be retained to identify and evaluate the resource(s) and, if necessary, recommend mitigation measures to document and prevent any significant adverse effects on the resource(s).



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

Arnold Schwarzenegger
Governor



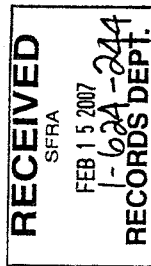
Cynthia Bryant
Director

Notice of Preparation

February 9, 2007

To: Reviewing Agencies

Re: Visitation Valley Redevelopment Program
SCH# 2007022049



Attached for your review and comment is the Notice of Preparation (NOP) for the Visitation Valley Redevelopment Program 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:

Tom Evans
San Francisco Redevelopment Agency
1 South Van Ness Avenue
Fifth Floor
San Francisco, CA 94103

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
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET, P.O. BOX 3044, SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 446-0613 FAX (916) 323-3018 www.spr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2007022049
Project Title Visitation Valley Redevelopment Program
Lead Agency San Francisco Redevelopment Agency

Type NOP Notice of Preparation

Description The San Francisco Redevelopment Agency and San Francisco Planning Department are proposing to adopt and implement a redevelopment program for San Francisco's Visitation Valley neighborhood to overcome adverse blighting influences, facilitate improved housing opportunities and improved neighborhood-serving commercial development in Visitation Valley. The proposed redevelopment program includes adoption and implementation of a Redevelopment Plan, a set of General and zoning code revisions, and other actions to facilitate reuse of the dormant Schlage Lock property along the east side of Bayshore Boulevard, redevelop properties along the opposite (west) side of Bayshore Boulevard, and revitalize Leland Avenue.

Lead Agency Contact

Name Tom Evans
Agency San Francisco Redevelopment Agency
Phone 415-749-2539
email Tom.Evans@sfgov.org
Address 1 South Van Ness Avenue
Fifth Floor
City San Francisco State CA Zip 94103

Project Location

County San Francisco
City
Region
Cross Streets Bayshore Boulevard, Sunnydale Avenue, Blanken Avenue, Leland Avenue, Rutland Street,
Parcel No.
Township
Range
Section
Base

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Toxic/Hazardous; Water Quality; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game; Region 3; Department of Health Services; Native American Heritage Commission; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 02/09/2007 Start of Review 02/09/2007 End of Review 03/12/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

DEPARTMENT OF TRANSPORTATION

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OAKLAND, CA 94623-0660
PHONE (510) 286-5506
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February 7, 2007

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Mr. Tom Evans
San Francisco Redevelopment Agency
1 South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103

Dear Mr. Evans:

Visitation Valley Redevelopment Program – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the above referenced project. The following comments are based on the Notice of Preparation. As lead agencies, the San Francisco Redevelopment Agency and the San Francisco Planning Department are responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's traffic mitigation fees should be specifically identified in the Draft Environmental Impact Report. Any required roadway improvements should be completed prior to issuance of project occupancy permits. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agencies ensure resolution of the Department's CEQA concerns prior to submittal of the encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding the encroachment permit process.

The Department is primarily concerned with impacts to the State Highway System. Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to the State Highway System. The TIA should include, but is not limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

"Caltrans improves mobility across California"

Regional Water Quality Control Board (RWQCB)
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Last Updated on 01/11/07

Other

Department of Pesticide Regulation
CEQA Tracking Center
Division of Water Rights
State Water Resources Control Board
Division of Water Quality
Student Intern, 401 Water Quality
Board
State Water Resources Control
Division of Financial Assistance
Regional Programs Unit
Board
State Water Resources Control
Sue O'Leary
California Integrated Waste
Management Board
Industrial Projects
Mike Tolstrup
Transportation Projects
Shirley Kelly
Office of Special Projects
California Highway Patrol
California - Planning
Terri Pencovic
Aeronautics
Sandy Hensard
Caltrans - Division of
Habitat Conservation Program
Gabe Gatchell
Fish & Game Region 6
Habitat Conservation Program
Gabe Gatchell
Fish & Game Region 5
Habitat Conservation Program
Don Chadwick
Fish & Game Region 4
Julie Vance
Fish & Game Region 3
Robert Fioerke
Barney Lums
Ken Lewis
Santa Monica Bay Restoration
Guangyu Wang
Jean Sarno
State Lands Commission
Tom Dumas
Caltrans, District 10
Gayle Rosander
Caltrans, District 9
Dan Kopitsky
Caltrans, District 12
Bob Joseph
Caltrans, District 11
Mahn Orso
Caltrans, District 10
Cathleen Hudson
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3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the 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. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the San Francisco Redevelopment Agency and the San Francisco Planning Department to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Caltrans' "Guide for the Preparation of Traffic Impact Studies" at the following website for more information:
<http://www.dot.ca.gov/hq/traffops/devopserv/operationalsystems/reports/tisguide.pdf>

We look forward to reviewing the TIA, including Technical Appendices, and DEIR for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Lisa Carboni, Mail Stop #10D.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
<http://www.dot.ca.gov/hq/traffops/devopserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

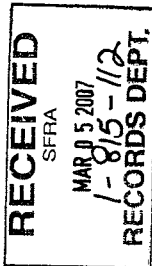
Should you have any questions regarding this letter, please call Lisa Carboni of my staff at (510) 622-5491.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

"Caltrans improves mobility across California"



BOARD OF DIRECTORS 2007
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EXECUTIVE DIRECTOR

February 28, 2007

Tom Evans
Lead Planner
San Francisco Redevelopment Agency
1 South Van Ness Avenue
Fifth Floor
San Francisco, CA 94103

RE: Notice of Preparation of a Draft Environmental Impact Report for the proposed
Visitation Valley Redevelopment Program

Dear Mr. Evans,

We appreciate the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the proposed Visitation Valley Redevelopment Program.

The Peninsula Corridor Joint Powers Board (JPB) respectfully submits the following comments:

1. Based on the Survey Area Boundary Map, it appears that the Survey Area includes the Caltrain right of way. Caltrain railroad tracks and the Bayshore Caltrain Station parking lot are located to the west of Tunnel Avenue within the Survey Area. Access to the parking lot must be maintained. JPB would welcome the opportunity to work with SFRA planners in developing parking and circulation plans to encourage safe and convenient public transit use.
2. For safety, a fence should be built along the JPB right-of-way to prevent illegal pedestrian crossings that may result from the developments within the Survey Area.
3. The project area appears to be adjacent to an electrical facility site planned for Caltrain's Electrification Project. The electrical facility site was identified in the Caltrain Electrification Environmental Assessment/Draft Environmental Report (February 2005), and was also discussed with SFRA representatives during a meeting held on November 28, 2006. The JPB property identified for the electrical facility is shown in the attached

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue - P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6269



drawing and will be at track level. If the development is 40 feet above grade, as discussed at the aforementioned meeting, security, clearance and visual concerns could be minimized.

JPB and SFRA staff should continue to coordinate as both projects move forward in regards to this electrical facility site.

Thank you again for the opportunity to comment on the NOP. If you have any questions regarding these comments, please contact me at 650-508-6338.

Sincerely,

Marie Pang

Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue - P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6269





CITY OF BRISBANE

30 Park Place
Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

March 1, 2007

Tom Evans
San Francisco Redevelopment Agency
1 South Van Ness Avenue
San Francisco, CA 94104

Re: Notice of Preparation- Visitation Valley Redevelopment Program DEIR

Dear Mr. Evans:

Thank you for the opportunity to review and comment on the above-referenced document. While the City of Brisbane generally concurs with the scope of the forthcoming DEIR, we offer the following comments:

1. Portions of the Redevelopment Project area (particularly the Schlage Lock site) are visually prominent from Brisbane, and the visual analysis should evaluate potential impacts to Brisbane's viewshed.
2. It is the City's understanding that the EIR traffic study will specifically address the Hwy 101/Beatty overpass/offramp and impacted intersections, which lie within the City of Brisbane. It is recommended that the traffic consultant coordinate with the City of Brisbane Public Works Department (Randy Breault, Public Works Director 415.508.2130 or rbreault@ci.brisbane.ca.us) and San Mateo CCAG to ensure that methodology and other technical issues are addressed in a mutually satisfactory manner.
3. The City is assuming the existing Bayshore Caltrain Station will figure into the mix of transit/transportation facilities serving the needs of the project area. It is recommended that the adequacy/safety of pedestrian access to this facility be specifically addressed in the forthcoming DEIR.

Thanks for your consideration, and we look forward to reviewing the DEIR when available. Please call me at 415.508.2120 should you have any questions regarding this matter.

Sincerely,

John A. Swiecki, AICP
Principal Planner

c: Randy Breault, Public Works Director

Providing Quality Services

STATE OF CALIFORNIA

PUBLIC UTILITIES COMMISSION

595 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

March 1, 2007

Tom Evans
San Francisco Redevelopment Agency
1 South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103

RE: Visitation Valley redevelopment Program , SCH# 2007022049

Dear Mr. Evans:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

Of specific concern is that vandal resistant fencing be a requirement for any project adjacent to the Caltrain mainline.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

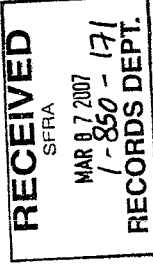
Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Dick Dahloff, Caltrain



Arnold Schwarzenegger, Governor



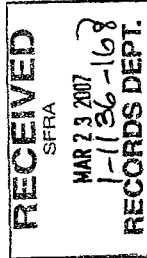


City and County of San Francisco
Recreation and Park Department

McLaren Lodge in Golden Gate Park
501 Stanyan Street, San Francisco, CA 94117
TEL: 415.331.2700 FAX: 415.331.2096 WEB: <http://parks.sfgov.org>

March 20, 2007

Tom Evans, Lead Planner
San Francisco Redevelopment Agency
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103



Re: Notice of Preparation of a Draft Environmental Impact Report for the proposed Visitation Valley Redevelopment Program

Dear Mr. Evans:

Thank you for this opportunity to comment on the Initial Study for the Proposed Visitation Valley Redevelopment Program and respond to the Notice of Preparation of a Draft Environmental Impact Report. The Recreation and Park Department is excited about the project's open space vision for this important area of the City.

Visitation Valley is served by a handful of sub-neighborhood serving parks and several larger park sites. As listed in item XV.a on page 24 of the Initial Study, Hans Schiller Plaza of the Visitation Valley Greenway, Visitation Valley Playground and the Visitation Valley Recreation Center are within the project area. However, there are several facilities outside of the program area that may be including Kellogg & Velasco Park, Little Hollywood Park, John McLaren Park and Crocker Amazon Playground. The Redevelopment Program falls largely into one of our identified service area gaps and while the Program area currently has low to moderate density any increase in population density could have potential impacts on nearby park and recreation facilities.

The topics we think should be addressed in the environmental document include: 1) safe pedestrian access to the parks; 2) changes to traffic patterns and pedestrian circulation in the area; 3) demand on park services and the potential for deterioration of the park facilities, especially those mentioned above; and 4) shadow impacts of proposed zoning changes on existing park sites. As described in item IV.ii, Section 295 of the *San Francisco Planning Code* restricts shadowing on RPD properties during certain times of the day. Therefore, a shadow study should be completed under full build out for the rezoning project in order to fully analyze the impacts.

The Recreation & Park Department looks forward to continuing the open space conversation as planning for new park sites within the Program area progresses.

Please do not hesitate to contact Daniel LaForte at 831-2742 if you have any questions.

Sincerely,

Dawn Kamalanathan
Planning Director



Mayor Gavin Newsom
General Manager Yoni Agunbiade

APPENDIX 20.2

CEQA STANDARDS FOR EIR ADEQUACY

According to section 15151 of the CEQA Guidelines, the "Standards for Adequacy of an EIR" are as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

APPENDIX 20.3

CEQA DEFINITION OF "MITIGATION"

According to section 15370 of the CEQA EIR Guidelines, the term "mitigation" includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree of magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impacts by replacing or providing substitute resources or environments.

Visitacion Valley Redevelopment Program
San Francisco Redevelopment Agency
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Appendix 20.3