San Francisco Planning

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PUBLIC NOTICE

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

Date:	September 9, 2020
Case No.:	**2019-020115ENV**
Project Title:	**Ocean Beach Climate Change Adaptation Project**
Location:	Ocean Beach and the Great Highway between Sloat and Skyline Boulevards, and Ocean Beach north of Lincoln Boulevard, San Francisco
Zoning:	P (Public) and RH-1D (Residential House, One Family Detached) Zoning Districts, OS (Open Space) Height and Bulk District Western Shoreline Area Plan
Block/Lot:	7281/006, 007, 009, 010 7282/008, 009
Project Sponsors:	San Francisco Public Utilities Commission Karen Frye – (415) 554-1652 KFrye@sfwater.org San Francisco Recreation and Parks Department Brian Stokle – (415) 575-5606 Brian.Stokle@sfgov.org
Lead Agency:	San Francisco Planning Department
Staff Contact:	Julie Moore – (628) 652-7566 Julie.Moore@sfgov.org

This notice of preparation (NOP) of an environmental impact report (EIR) has been prepared by the San Francisco Planning Department in connection with the project listed above. The purpose of an EIR is to provide information about potential significant physical environmental effects of a proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the project in compliance with the California Environmental Quality Act (CEQA). The San Francisco Planning Department is issuing this NOP to inform the public, responsible agencies, and interested parties about the project and the intent to prepare an EIR, and to solicit comments regarding the scope of the environmental review. Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on September 30, 2020 at 6 p.m. Due to the COVID-19 emergency, in order to protect the health of city staff and members of the public, the meeting will occur virtually through video and teleconference. Members of the public are encouraged to participate in the

meeting remotely, either through internet video conference application (http://bit.ly/oceanbeachscoping), or by telephone (877-853-5247; Meeting ID: 828 5908 1146). Written comments may also be submitted by mail or email (more information on page 17). This NOP, staff scoping meeting presentation, and meeting procedures/instructions are available for public review at sfplanning.org/sfceqadocs.

Project Summary

The City and County of San Francisco (the city) is proposing a coastal adaptation and sea level rise resiliency project to improve the portion of Ocean Beach from Sloat Boulevard to Fort Funston known as "South Ocean Beach." The Ocean Beach Climate Change Adaptation Project (also referred to generally as the "project,") is needed to address shoreline erosion, severe coastal storm and wave hazards, and sea level rise, which threaten city infrastructure, coastal access and recreational facilities, and public safety. The project is a collaborative, multi-agency initiative involving the San Francisco Public Utilities Commission (SFPUC), San Francisco Recreation and Parks (Rec and Park), San Francisco Public Works (Public Works), San Francisco Municipal Transportation Agency (SFMTA), the Federal Highway Administration (FHWA), and the National Park Service (NPS).[1] Major project components include: (1) permanently closing the Great Highway between Sloat and Skyline boulevards, and reconfiguring affected intersections and San Francisco Zoo parking access; (2) removing pavement, rock and sandbag revetments[2], rubble and debris, recontouring the bluff, and planting dune vegetation; (3) improving public access, maintaining coastal parking and continuing to provide restroom facilities; (4) installing a buried wall to protect existing sewer infrastructure from shoreline erosion; and (5) long-term *beach nourishment*.[3]

Project location

The project area generally encompasses the portion of San Francisco's Ocean Beach extending south from Sloat Boulevard to the northern edge of the Fort Funston bluffs, and the Great Highway from Sloat Boulevard to Skyline Boulevard, along with a portion of Ocean Beach north of Lincoln Boulevard where sand is harvested for placement south of Sloat Boulevard. Figure 1 shows the project location. The majority of the project area is along the Great Highway, which is under Rec and Park jurisdiction. Public Works performs sand removal along the roadway. The NPS owns and manages lands to the west of Great Highway (i.e., parking lots, bluffs, and beach) as part of the Golden Gate National Recreation Area. Various agencies own or manage the properties to the east, such as those occupied by the San Francisco Zoo, the California Army National Guard, the Oceanside Water Pollution Control Plant, the Westside Pump Station, and the Pomeroy Recreation and Rehabilitation Center.

The project is situated within the city's westside watershed, amidst various city-owned and -operated wastewater collection, storage, conveyance and treatment facilities. The Oceanside Water Pollution Control Plant (Oceanside Treatment Plant) treats 20 percent of the city's combined wastewater and stormwater and is located east of the Great Highway and north of Fort Funston. The Westside Pump Station, which pumps

[1] The FHWA and NPS will be lead agencies for a separate federal environmental review process, including preparation of National Environmental Policy Act (NEPA) compliance documentation.
[2] In coastal engineering, revetments are sloping structures placed on the shoreline to protect the shoreline from erosion or other modification by waves.
[3] Beach nourishment is the practice of adding large quantities of sand or sediment to beaches to slow erosion, increase beach width, and provide for continued public beach access and recreation opportunities.

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SOURCE: ESA, 2019; Google Earth, 2019

Ocean Beach Climate Change Adaptation Project

Figure 1
Project Location and Existing Roadway Configuration

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combined wastewater and stormwater from surrounding subterranean conveyance and storage infrastructure to the Oceanside Treatment Plant, is located east of the Great Highway and south of the Great Highway/Sloat Boulevard intersection. The Lake Merced Tunnel, which serves as a conveyance and storage facility for large combined sewer flows, is buried beneath the Great Highway along South Ocean Beach and drains to the Westside Pump Station.

Project Background

Ocean Beach comprises a 4½-mile stretch of sandy beach that forms the western boundary of San Francisco. It is influenced by complex coastal processes, including an intense wave climate, strong tidal currents, and irregular offshore features. Currently, chronic erosion of the beach and bluffs by episodic coastal storms occurs at South Ocean Beach. The beach varies in width by season and location. For example, monitoring performed between June 1, 2018 and May 31, 2019 found the beach width in fall to be about 96 feet on average, and spring to be about 42 feet on average. Notably, portions of the beach with revetments were found to have the smallest beach width, including some such segments with no measurable beach.[4]

Shoreline erosion has undermined and damaged beach parking lots, stormwater drainage facilities and the Great Highway, threatens existing underground wastewater system infrastructure, and has constrained public shoreline access and recreational opportunities.

Since the 1990s, the city has responded to the erosion through implementation of a series of both hard shoreline armoring (e.g., construction of rock and rubble revetments) and soft shoreline protection measures (e.g., beach nourishment and sandbag revetments). In the intervening period, the city has also undertaken planning initiatives aimed at developing a long-term strategy for managing the South Ocean Beach shoreline. Notably, the city partially funded and participated in the preparation of the 2012 Ocean Beach Master Plan (master plan). Led by the San Francisco Bay Area Planning and Urban Research Association (SPUR), the master planning process brought together community members, agency representatives, and other stakeholders to develop a sustainable long-term vision for Ocean Beach, addressing public access, recreational use, environmental protection, and infrastructure needs in the context of erosion and climate-related sea level rise. The terms of a 2014 legal settlement agreement[5] and a 2015 California Coastal Commission permit[6] both establish timelines for developing and implementing a long-term solution to shoreline management at South Ocean Beach.

In 2018, the city amended its local coastal program, the Western Shoreline Area Plan,[7] to adopt policies that advance the Ocean Beach Master Plan's vision for South Ocean Beach. The local coastal program policies concerning managed retreat, beach nourishment, and shoreline armoring strategies aim to preserve and enhance public access, coastal recreation, and scenic resources at South Ocean Beach, while protecting critical wastewater system infrastructure from damage due to coastal hazards. The proposed project design represents the city's long-term strategy for addressing current and future erosion challenges at South Ocean Beach, drawing upon

[4] ESA, Ocean Beach Short-term Erosion Protection Measures Project – 2018-2019 Monitoring Report. Prepared for San Francisco Public Utilities Commission. July 2019. This document, and all other documents referenced in this NOP unless otherwise noted, is available for review at https://tinyurl.com/Ocean-Beach-EIR.
[5] California Coastal Protection Network and City and County of San Francisco, 2014. Settlement Agreement and Mutual Release in the case *California Coastal Protection Network v. City & County of San Francisco*, Case No. CGC-11-513176.
[6] California Coastal Commission, Coastal Development Permit 2-15-1537, Issued November 9, 2015.
[7] The Western Shoreline Area Plan is the land use plan component of the city's local coastal program. The city obtained California Coastal Commission certification of the amendment in May 2018.

ideas and information obtained through many years of community engagement, technical investigation, and interim management efforts.

There are also several other separate projects that may occur in the vicinity of South Ocean Beach. The city and the California Department of Transportation (Caltrans) have proposed separate projects to improve the operations and safety of Skyline Boulevard (State Route 35) at its Great Highway and at Sloat Boulevard intersections. NPS is planning a trail to link the proposed multi-use trail to Fort Funston's existing trail network. The city and the U.S. Army Corps of Engineers (Army Corps) are currently planning and designing a project to place sand dredged from San Francisco's main shipping channel along South Ocean Beach in 2021. The San Francisco County Transportation Authority is leading the District 4 Mobility Study and will be exploring the feasibility of modifying the Great Highway between Lincoln Way and Sloat Boulevard, which is currently temporarily closed due to COVID-19.[8] In addition, Rec and Park, with support from SFMTA and Public Works, is considering temporary closure of the southbound lanes of the Great Highway between Sloat and Skyline boulevards. Each of these separate projects would be subject to separate environmental review.

Project Components

Through the project, the city would implement its certified local coastal program coastal hazards policies, which are based in part on the recommendations of the Ocean Beach Master Plan. The major components of the project fall into five categories: (1) permanently closing the Great Highway south of Sloat Boulevard and modifying affected intersections and zoo parking access; (2) removing pavement, rock and sandbag revetments, rubble and debris, recontouring the bluff, and planting dune vegetation; (3) improving public access, maintaining coastal parking and continuing to provide restroom facilities; (4) installing a buried wall to protect existing sewer system infrastructure; and (5) long-term beach nourishment. Figure 2 shows the project components, each of which is described in more detail below.

Roadway and Intersection Modifications

The city would permanently close the Great Highway between Sloat and Skyline boulevards. A portion of the Great Highway's northbound travel lanes would be retained or reconstructed as a service road, as described further below. To accommodate the road closure, the city would modify intersections at Sloat Boulevard/Great Highway and Skyline Boulevard/Great Highway, and reconfigure access to the Oceanside Treatment Plant, Westside Pump Station, and the San Francisco Zoo, each of which is currently accessible via the northbound lane of Great Highway (see Figure 1). Following the Great Highway closure, the city would remove the road's southbound travel lanes and the parking lot and restrooms near the Sloat Boulevard/Great Highway intersection. The Great Highway's existing eastern northbound travel lane would be retained in place (or reconstructed east of the current road alignment to allow for more open space) to provide continued, restricted vehicle access to the Oceanside Treatment Plant and Westside Pump Station for SFPUC operations (service road). The remaining portion of the Great Highway's existing northbound travel lane would be removed and replaced with a multi-use trail to the west of the service road. A *sculptural barrier*[9] or sand berms and landscaping would be installed between the service road and the multi-use trail to avoid conflicts among the respective user groups. With the closure of the Great Highway to through traffic, access to the zoo would be maintained through modifications to the Sloat Avenue entrance (as an entrance and

[8] This study is underway and anticipated at the end of the year.
[9] A sculptural barrier is a physical barrier designed to meet safety requirements that also provides visual or aesthetic interest.

exit), creating a new public entrance/exit from Herbst Road, and/or allowing zoo access on the service road along the Great Highway.

Debris and Revetment Removal, Bluff Recontouring and Revegetation

In addition to removing the Great Highway's southbound lanes, the city would remove the existing shoreline protection structures and debris from the beach and bluff, including rock and sandbag revetments and rubble, and recontour and stabilize the bluff to provide a more gradual slope towards the beach. The city would place sand over the stabilized slope and implement wind-erosion control measures to help keep the placed sand on the beach and bluff. These measures may include sand fencing[10] and placing a layer of coarse sand over the finer beach sand.

Public Access, Parking, and Restroom Improvements

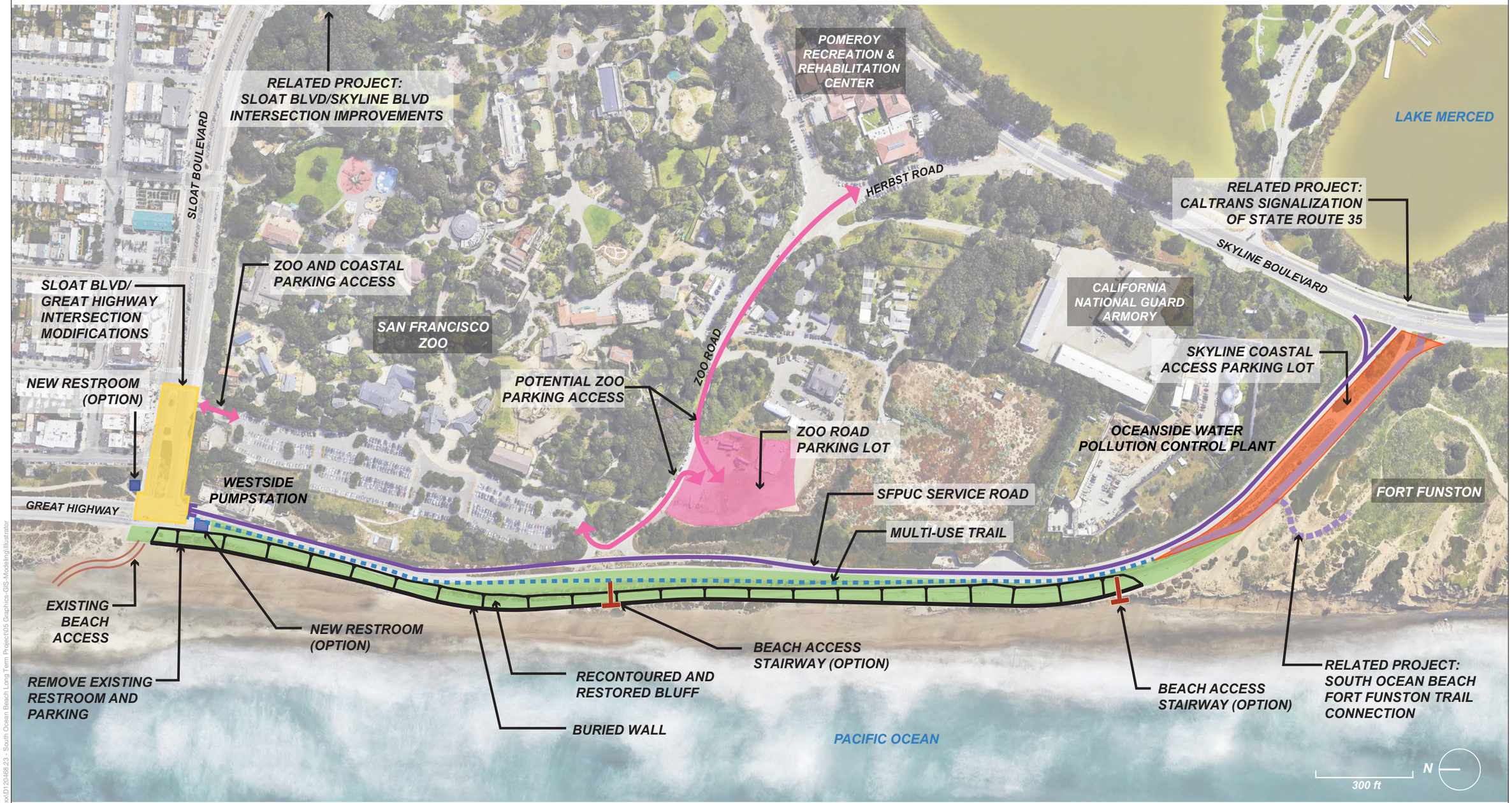
The project would improve public access and recreation at South Ocean Beach through the construction of a multi-use trail, beach access stairways, parking, and restrooms. The multi-use trail would extend from Sloat Boulevard to Skyline Boulevard and include two beach accessways and several waysides, or turnouts. The service road may also be used as a bikeway. Figure 3 illustrates conceptual beach access improvements.

As a project awarded to Rec and Park, the FHWA's Federal Lands Access Program would deliver some components of the multi-use trail and a coastal parking lot once the SFPUC has completed the buried wall (described below) and recontoured the bluff. The coastal parking lot would be located within the approximate limits of the closed Great Highway southbound lanes and median, near their intersection with Skyline Boulevard. In addition, the project may expand parking capacity within the zoo.

New restrooms would be constructed near the Sloat Boulevard/Great Highway intersection in one of two locations. The first potential restroom location is approximately 50 feet east (inland) of the existing Sloat Boulevard restrooms, and east of the proposed buried wall. The second potential restroom location would be approximately 225 feet northeast of the existing restrooms, in the undeveloped area along the north side of Sloat Boulevard, between Lower and Upper Great Highway (see Figure 2).

The turnaround route and layover space for Muni Line 23 would change in response to the Sloat Boulevard/Great Highway intersection reconfiguration. Muni Line 23 would continue service to the existing last bus stop on the north side of Sloat Boulevard between Lower Great Highway and 47th Avenue. This stop would then serve as the layover space instead of the current layover location at the western terminus of Sloat Boulevard. The city would modify Muni Line 23's turnaround route to follow a clockwise loop along Lower Great Highway, Wawona Street, and 47th Avenue. The bus would then turn east onto Sloat Boulevard at the signalized 47th Avenue/Sloat Boulevard intersection before reaching its first return stop at the existing bus stop located just east of the zoo's main pedestrian entrance at 45th Avenue.

[10] Sand fencing consists of wooden slats, plastic, or fabric attached to fence posts and is designed to reduce local wind speed and trap sand. Sand fencing on a beach or berm can assist in building additional berms, and helps prevent sand from blowing onto roads and paths.



Note: Long-term beach nourishment not shown.

SOURCE: MN+AGS JV, Conceptual Engineering Report, Ocean Beach Long-term Improvements Project, September 2019

Ocean Beach Climate Change Adaptation Project

Figure 2
Project Components

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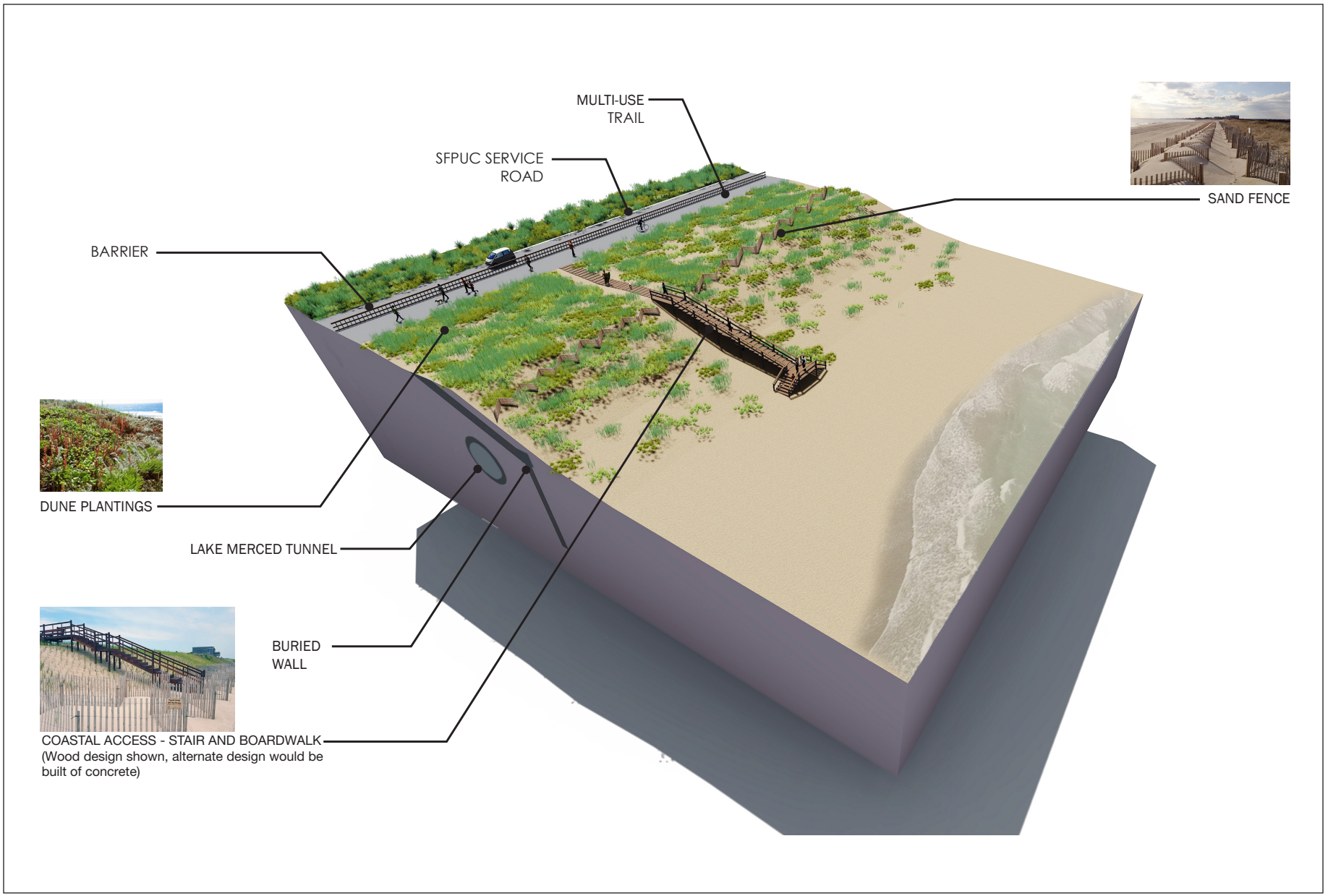

SOURCE: SFPUC, 5/21/2019

Ocean Beach Climate Change Adaptation Project

Figure 3
Beach Access Conceptual Block Diagram

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Buried Wall

To protect the Lake Merced Tunnel from exposure to coastal hazards, the city would install a below-grade wall adjacent to and seaward of the Lake Merced Tunnel. The proposed wall would consist of a *secant pile* wall system with *tiebacks* and would extend from Sloat Boulevard to approximately 3,000 feet to the south.[11] The wall would be approximately 3 feet thick, set back as far from the shoreline as feasible, and buried under sand. To stabilize the recontoured bluff inland of the wall, the city would install a 4-foot thick, gently sloping (3:1 horizontal to vertical slope) layer of cementitious material, comprised of a *soil-cement mix*[12] or *controlled low strength material*[13] (slope stabilization). The slope stabilization would minimize erosion of the material overlying the tunnel to protect against scour behind the wall from waves and high surf conditions and prevent buoyancy of the Lake Merced Tunnel.

Beach Nourishment

By removing the existing shoreline revetments at South Ocean Beach, the project would allow erosion and retreat of the remaining bluff face seaward of the buried wall. With bluff retreat and erosion of sand placed over the slope stabilization, portions of the wall would occasionally be exposed, and the beach would narrow. To address these issues, the city proposes to implement a shoreline monitoring program and place sand as deemed needed per the results of annual monitoring.

The city has identified two primary sand sources and placement methods. The first is the San Francisco Harbor – Main Ship Channel, which is regularly dredged by the U.S. Army Corps of Engineers (Army Corps) as part of that agency's ongoing federal navigation channels maintenance program.[14] Under the first option – referred to generally as the "large placement" option – an Army Corps dredge would pump approximately 300,000 cubic yards of sand in a *slurry*[15] form onto the beach, rather than disposing of it offshore. The second primary source is North Ocean Beach (i.e., north of Lincoln Boulevard). Under this option – referred to generally as the "small placement" option – the city would continue its practice of excavating and trucking excess sand from North Ocean Beach to South Ocean Beach and placing coarse sand from other sources as a top layer (referred to as *sand backpass*).[16] The small placement option would involve trucks dumping up to 85,000 cubic yards of sand onto the beach and bluff. In the event that sand from the Army Corps and North Ocean Beach is unavailable in a given year, the city would obtain a smaller volume of sand (~25,000 cubic yards) from a commercial vendor and truck the sand to South Ocean Beach. Also, in conjunction with yearly sand maintenance along the Great Highway at the intersections between Sloat and Lincoln boulevards, the city, in coordination with NPS, would relocate sand from NPS land west of the Great Highway and the roadway to South Ocean Beach areas needing supplemental

[11] The secant pile wall would consist of overlapping cast-in-place concrete piles (called "primary" and "secondary" piles, respectively), connected with a continuous concrete pile cap along the length of the wall. The primary unreinforced piles are drilled first and filled with concrete, followed by the secondary reinforced piles drilled between and partially cutting into the primary unreinforced piles. Tieback anchors consist of high-strength steel tendons that would be grouted into drill holes connecting to the pile cap.

[12] A weak form of concrete formed by mixing in place the existing soils with a cementitious grout.

[13] A weak mixture of cement, aggregate, and water that flows easily.

[14] To provide deep-draft marine vessel access between the Pacific Ocean and San Francisco Bay, the Army Corps regularly dredges a sandbar located approximately 2 miles offshore of the Golden Gate. Commonly known as the main ship channel, the passage measures approximately 2,000 feet wide, 26,000 feet long, and is maintained at a depth of approximately 55 feet mean lower low water.

[15] A mix of sand and ocean water that can be transported via pipeline from an offshore dredge to the beach.

[16] Sand backpassing has been performed at Ocean Beach since 2013 and occurred most recently in 2019.

sand. The activity would prevent windblown sand from impacting the Great Highway and clogging the storm drain system.

The type and frequency of sand placements would depend upon sand availability (i.e., Army Corps and North Ocean Beach) and shoreline conditions (e.g., sea-level rise and related erosion rates). Sand placements would occur about once every two to eight years, generally in the late summer or early fall.[17] The city would obtain permits from the appropriate resource agencies with jurisdiction (e.g., NPS and California Coastal Commission) to ensure compliance with relevant plans, policies, and guidelines. Due to its reliance on Army Corps dredging operations, the large placement option would require additional federal, state, and local agency reviews and approvals, including supplemental environmental review under National Environmental Policy Act (NEPA).

Construction Activities, Schedule and Access

Construction Activities and Phasing

Construction activities would proceed in five general phases. The city would first modify the affected intersections and zoo parking access, close the Great Highway south of Sloat Boulevard, and remove the existing restroom at the Sloat Boulevard terminus. Construction would then proceed with buried wall installation, followed by removal of existing revetments and rubble from the beach. The city would reuse clean, debris-free sand excavated from the buried wall installation to recontour the bluffs. Following shore stabilization and associated earthwork, the project focus would shift to recreational facilities and amenities, such as coastal access parking, the multi-use trail, restrooms, beach stairways, and landscaping. Upon construction completion, the city would remove all construction debris and waste, and restore remaining disturbed areas to their approximate pre-construction conditions.

Construction Schedule

The city would construct the project over approximately four years with an estimated construction period spanning 2023 through 2027. Project construction would proceed up to seven days per week, except holidays, between 7 a.m. and 8 p.m. consistent with the city's noise ordinance. Some nighttime construction is also proposed.

Construction Access and Staging

Construction vehicles would use the closed portion of the Great Highway to access the project site. The project would use local and regional roadways to haul construction materials. The Great Highway, Sloat Boulevard, and Skyline Boulevard would be the primary vehicle access routes for construction haul trucks and deliveries.

The project would use various construction equipment and vehicles, such as cranes, small bulldozers, excavators, backhoes, dozers, drill rigs, slurry mix plants, asphalt paving machines, compactors, generators, water trucks, concrete trucks, pickup trucks, dump trucks, 4x4 utility vehicles, and other assorted small equipment, such as compressors, jackhammers, pumps, trailers, compactors, and chippers.

[17] Moffatt & Nichol Engineers, AGS, McMillen Jacobs, CHS Consulting Group, and San Francisco Public Works, 2020. Sand Management Plan – Ocean Beach Climate Adaptation Project, Long-term Improvements. Prepared for San Francisco Public Utilities Commission. July 2020.

The city may use the following areas for project construction staging:

- The Great Highway's closed northbound and southbound lanes. SFPUC operations and maintenance staff would also use the Great Highway's northbound lanes for Westside Pump Station and Oceanside Treatment Plant access during construction.
- The existing NPS parking lot at the western terminus of Sloat Boulevard.
- The designated site of the future Zoo Road parking lot, which is presently being used as a staging area for other city projects (also generally referred to as the zoo staging area).
- The closed area of Ocean Beach during removal of the revetments and rubble, and during sand placement and bluff recontouring.
- Available space within the Oceanside Treatment Plant, Westside Pump Station, and Zoo Pump Station.

Operations and Maintenance

Agencies and entities with jurisdiction and/or oversight responsibility would operate and maintain project facilities, as is done under existing conditions and generally in a similar fashion. Operations and maintenance would be required for public access features (such as the restrooms, trash enclosures, trails, signs and lighting), the service road and parking lot, and the beach and dunes. Periodic removal of sand on the trail and the service road would be necessary. SFPUC vehicles, employees, vendors and visitors would use the service road on a daily basis to access the Oceanside Treatment Plant and Westside Pump Station. The city would undertake ongoing beach nourishment activities as described above for "Beach Nourishment". The beach nourishment volume and frequency would be informed by site conditions and the findings of annual monitoring, but would likely occur once every two to eight years, with individual placement events lasting approximately 2 to 9 weeks depending upon sand source. No changes to city agency or NPS staffing levels are anticipated.

Anticipated Permits and Approvals

As a project partner and owner and manager of lands within the project area, NPS's project involvement would include a project approval action, such as issuing a special use permit, as well as potential funding and management assistance for project elements. The Federal Highway Administration Federal Lands Access Program would approve the project components funded through its grant program. Accordingly, the FHWA and NPS will be lead agencies for a separate federal environmental review process under the NEPA. The following is a preliminary list of potential approvals needed for project construction and operation.

- National Park Service – Golden Gate National Recreation Area:
  - NEPA compliance for work within NPS land
  - Special use permit and/or other authorization for work within NPS land
- Federal Highway Administration Federal Lands Access Program:
  - NEPA compliance for the multi-use trail and the coastal parking lot
  - Project approval for components funded through FHWA grant program
- U.S. Army Corps of Engineers:

  - NEPA compliance for revetment removal and sand placement
  - Clean Water Act section 404 authorization for revetment removal and sand placement
- National Oceanic and Atmospheric Administration National Marine Fisheries Service consultations:
  - Federal Endangered Species Act, section 7 for potential effects on chinook and coho salmon, green sturgeon, and steelhead, and designated critical habitat for green sturgeon and leatherback sea turtle
  - Marine Mammal Protection Act for potential impacts on managed fish species and essential fish habitat, including those managed under the Pacific coast groundfish fisheries management plan (FMP), Pacific salmon FMP, and coastal pelagic FMP
- U.S. Fish and Wildlife Service: Federal Endangered Species Act, section 7 consultation for potential effects on western snowy plover
- California Coastal Commission: Coastal Development Permit for development within the coastal zone
- California Department of Transportation: encroachment permit for work within State Route 35 (Skyline Boulevard) right-of-way
- California Office of Historic Preservation: National Historic Preservation Act, section 106 consultation for potential effects on historic resources
- California Department of Fish and Wildlife: Fish and Game Code, section 2081 permit for potential effects on bank swallow
- California State Lands Commission Lease: may be needed for beach access stairways, and beach nourishment
- State Water Resources Control Board: Stormwater General Construction Permit and Stormwater Pollution Prevention Plan for potential construction effects on water quality18
- San Francisco Regional Water Quality Control Board: Clean Water Act section 401 Water Quality Certification and/or a Porter-Cologne Water Quality Control Act Report of Waste Discharge for potential discharges to waters of the United States and waters of the state
- San Francisco Planning Commission: Certification of the Final EIR
- San Francisco Public Utilities Commission:
  - Adoption of CEQA Findings and Mitigation Monitoring and Reporting Program
  - Approval of SFPUC project components including the buried wall, service road and construction contract for Rec and Park components
- San Francisco Recreation and Parks Commission:
  - Adoption of CEQA Findings and Mitigation Monitoring and Reporting Program
  - Approval of Rec and Park project components including new Skyline Coastal Access Parking Lot, multi-use trail, and zoo improvements including new gravel parking lot as well as easements to SFPUC for construction and operation of SFPUC components
- San Francisco Public Works (SFPW): Approval of Sidewalk Changes and Street Improvement Permit

[18] Applicable to areas that do not drain to the city's combined sewer system.

- San Francisco Municipal Transportation Agency: Approval of certain parking and traffic measures in accordance with the San Francisco Transportation Code; approval of bus route and stop changes; and approval of closure of the Great Highway (if needed)
- San Francisco Board of Supervisors: Approval of Sidewalk Legislation and closure of the Great Highway
- Consultation and coordination with city departments, including without limitation Public Works, Department of Building Inspection, Department of Public Health, and the Municipal Transportation Agency, to ensure that soil disturbance and site mitigation, street vacation, street and sidewalk improvements, on-street parking modifications, and building construction complies with substantive requirements of the law

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. Therefore, the San Francisco Planning Department will prepare an initial study and EIR in accordance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, and will address project-specific construction and operational impacts. The EIR will examine those topics for which there is potential for a significant physical environmental effect, identify mitigation measures, and analyze whether the mitigation measures would reduce the environmental effects to a less-than-significant level. The initial study will be published as an appendix to the draft EIR and will be considered part of the EIR. The document will consider both project-specific and cumulative impacts for all topics in the San Francisco Planning Department's initial study checklist. Key environmental topics to be addressed in the EIR (including initial study) are described briefly below.

Aesthetics

The project is designed to enhance and improve the visual and scenic quality of South Ocean Beach by removing portions of the Great Highway, revetments, and debris from the shoreline and reconfiguring the beach and bluff. Project construction would involve numerous pieces of heavy equipment operating near and along the coastline, extensive earthwork, construction materials and debris stockpiling, vegetation removal, and nighttime lighting, which would temporarily affect project area aesthetics. The EIR's aesthetics analysis will consider potential project effects on scenic vistas, scenic resources, and the site's visual quality, as well as impacts related to new substantial light or glare.

Tribal and Other Cultural Resources

Project construction would involve ground disturbance and building demolition/modifications. A number of archeological and historical resources have been documented in the vicinity of the project area. The EIR will assess the potential for the project to result in significant impacts to archeological and historical resources, including tribal cultural resources. The analysis will consider historic and prehistoric archeological deposits and historic buildings or structures ("historical resources"). The EIR will describe the historical resources and potential historical resources on the project site, assess the potential for subsurface archeological resources to be present, and identify potential impacts of the project on these resources.

Transportation and Circulation

With permanent closure of the Great Highway between Sloat and Skyline boulevards, vehicle traffic would be routed inland and access to the zoo would be modified. The intersection at Sloat Boulevard and Great Highway would be modified and the Skyline and Great Highway intersection restriped to accommodate this closure. Construction activities would generate additional vehicle traffic, including construction vehicles traveling to and

from work sites, and transporting supplies and equipment. Once operational, the project would provide new pedestrian and bicycle access on the multi-use trail between Sloat and Skyline boulevards as well as access from the zoo parking lot to the multi-use trail. The project would also include zoo access and parking modifications. The transportation and circulation analysis will evaluate specific transportation impacts and mitigation measures associated with the project's construction and operations. The EIR will evaluate effects of the project with regard for changes in potentially hazardous conditions for people walking, bicycling, and driving, accessibility and emergency access, public transit delay, vehicle miles traveled, and whether loading or parking demand in the vicinity of the proposed project could result in secondary effects that would create potentially hazardous conditions.

Noise

Project construction would include the use of heavy equipment, which would temporarily increase noise and vibration levels in the project area. In addition, with permanent modifications in traffic patterns, long-term vehicle traffic-related noise levels could also change. The EIR will include analysis of noise compatibility standards for residential and other land uses and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be described, and the analysis will evaluate the potential for noise from the project to adversely affect nearby sensitive land uses.

Air Quality

The project would require the use of heavy construction equipment and would involve permanent rerouting of vehicle traffic in the vicinity of the Sloat Boulevard/Great Highway and the Skyline Boulevard/Great Highway intersections. The EIR will describe the existing conditions at the project site and at surrounding sensitive land uses, and evaluate project consistency with applicable air quality plans and standards, the potential for its emissions of criteria air pollutants and toxic air contaminants at levels that could affect sensitive populations, and the potential to emit odors that could affect substantial numbers of people. The air quality analysis will include quantification of both construction- and operations-related air pollutant emissions and will evaluate potential health risk effects from emissions of toxic air contaminants, including effects on residents near the project site.

Greenhouse Gas Emissions

The EIR's greenhouse gas emissions analysis will focus on the project's consistency with the city's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's construction-phase and operations-phase greenhouse gas emissions could result in a significant effect on the environment.

Recreation

The project would involve construction and operation of new recreational facilities at South Ocean Beach. During construction, large areas of South Ocean Beach would be closed to the public. The EIR's recreational impacts analysis will evaluate whether the project would require new or expanded recreational facilities, the construction of which could have significant effects on the environment. In addition, the analysis will consider whether project area closure during construction would result in increased use of other regional recreational facilities such that substantial physical deterioration would result.

Biological Resources

Project construction would involve vegetation removal, increased noise, potential nighttime noise and lighting, and extensive ground disturbance along South Ocean Beach. Project operations would involve reduced vehicle noise along the beach, but potentially greater cyclist and pedestrian access and presence and periodic

disturbance from long-term beach nourishment. While the project area's ecology has been substantially modified over the years, it continues to provide habitat for biological resources, including special-status plants and animals. The EIR will analyze potential direct and indirect effects of project construction and operation on special-status plants and animals and their habitats; sensitive natural communities; movement of any native resident or migratory fish or wildlife species; and potential conflicts with the substantive requirements of the relevant, applicable local policies, codes and ordinances, including the city's urban forestry ordinance.

Hydrology and Water Quality

The project area's beach and bluffs are highly susceptible to coastal erosion, including that associated with surface drainage of stormwater, longshore currents, and wave action. The project would involve changes in impervious surface area, drainage modifications, and development in close proximity to buried wastewater infrastructure needed to maintain compliance with water quality standards. The EIR's hydrology and water quality analysis will assess the project's potential to violate water quality standards or otherwise degrade water quality; substantially alter drainage patterns or surface runoff; cause substantial erosion; substantially increase surface runoff in a manner which would result in flooding; and increase risk of pollution due to flood hazard, tsunami, or seiche. The analysis will also consider project implications for groundwater supplies and potential to conflict with or obstruct implementation of a water quality control or sustainable groundwater management plan.

Other Environmental Issues and Topics

All topics listed on the city's initial study checklist will be considered in the project EIR. In addition to the key topics identified above, potential effects associated with the environmental topics listed below will also be analyzed.

- Land Use and Planning
- Geology, Soils, Seismicity, and Paleontological Resources
- Population and Housing
- Wind and Shadow
- Hazards/Hazardous Materials
- Public Services
- Utilities and Service Systems
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

Pursuant to CEQA, the EIR will further analyze a range of alternatives that would reduce or avoid significant environmental impacts identified in the EIR, including a No Project Alternative, as described in CEQA Guidelines Section 15126.6. The EIR will also address other topics required by CEQA, including growth-inducing impacts, significant unavoidable impacts; significant irreversible impacts; known controversy associated with environmental effects; issues to be resolved by the decision-makers; and the potential for the project to contribute to significant cumulative effects.

Finding

This project may have a significant effect on the environment and an environmental impact report is required. This determination is based upon the criteria of the State of California Environmental Quality Act (CEQA) Guidelines, sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of an EIR is to provide information about potential significant physical environmental

effects of a proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to a proposed project. Preparation of a NOP or EIR does not indicate a decision by the city to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in an EIR.

Public Scoping Process

You may participate in the public process concerning the proposed project's environmental review by submitting written or verbal comments to the planning department. Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, the planning department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. The meeting will be held on September 30, 2020 at 6 p.m. Due to the COVID-19 emergency, in order to protect the health of city staff and members of the public, the meeting will occur virtually through video and teleconference. The meeting will consist of a staff presentation describing the project background, proposed features, and the environmental review process, followed by an opportunity for the public to provide oral comments. Members of the public are encouraged to participate in the meeting by internet video conference (http://bit.ly/oceanbeachscoping), or by telephone (877-853-5247; Meeting ID: 828 5908 1146). Staff's scoping meeting presentation, meeting procedures and instructions—including on how to provide oral comments—are available at sfplanning.org/sfceqadocs. To request a language interpreter, please contact the staff contact listed below at least 72 hours in advance of the meeting to ensure availability.

Written comments will be accepted until 5 p.m. on Friday, October 9, 2020. Written comments should be mailed to Julie Moore, EIR Coordinator, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.OceanBeachEIR@sfgov.org. Your comments should focus on significant environmental issues concerning the project, information that would help the environmental analysis or factors to consider in the environmental analysis.

State Agencies: If you represent an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact Julie Moore at (628) 652-7566 or Julie.Moore@sfgov.org.

Members of the public are not required to provide personal identifying information when they communicate with the commission or the department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

September 9, 2020
Date

Lisa Gibson
Environmental Review Officer