San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

PUBLIC NOTICE

AVAILABILITY OF NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT

Date:	November 25, 2020
Comment Deadline:	December 28, 2020
Case No.:	**2020-004398ENV**
Project Title:	**SFO Shoreline Protection Program**
Project Sponsor:	David Kim, San Francisco International Airport, 650.821.1426, david.t.kim@flysfo.com
Staff Contact:	Michael Li, 628.652.7538, michael.j.li@sfgov.org

Purpose of Notice

The San Francisco Planning Department (planning department) prepared a notice of preparation for an Environmental Impact Report (EIR) regarding the San Francisco International Airport's (SFO or Airport) Shoreline Protection Program (proposed project). An EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, identify possible ways to minimize the significant effects, and describe and analyze possible alternatives to the proposed project.

A notice of preparation of an EIR does not indicate a decision by the City to approve or to disapprove the project. The City must review and consider the information contained in the EIR prior to making a decision.

You may participate in the first public process concerning the project's environmental effects by:

- contacting Michael Li via email (michael.j.li@sfgov.org), phone (628) 652-7538, or by mail at 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103; OR
- attending a video or teleconference public scoping meeting on December 9, 2020 at 5 p.m. The planning department will hold the meeting using an online platform. You can join the meeting via the online platform link found on the department's webpage, http://www.sfplanning.org/sfceqadocs; or via phone, using the following phone number: 833 548 0282 (Toll Free); meeting ID: 831 0306 4931. To request assistance in additional languages, please contact candace.soohoo@sfgov.org or (628) 652-7550 at least 72 hours in advance of the meeting to ensure availability.

The notice of preparation, scoping meeting online platform link, and staff's scoping meeting presentation are available here: http://www.sfplanning.org/sfceqadocs. You may also request a CD or paper copy by contacting Michael Li. Please also refer to the Project Description and Public Comment sections below for more information.

Project Description

The project sponsor, SFO, proposes to implement the proposed project to address flood protection and future sea-level rise for the expected lifespan of the shoreline improvements. The proposed project would install new shoreline protection infrastructure that would comply with current Federal Emergency Management Administration (FEMA) requirements for flood protection and incorporate protection for future sea-level rise. The Airport's 8-mile shoreline and western landside boundary are divided into 16 reaches[1] based on shoreline orientation, existing protection type, existing foreshore conditions,[2] and existing landside conditions. Reach-specific design criteria were developed for 15 of the reaches, including 13 shoreline reaches and two landside reaches, based on the requirements promulgated by FEMA and the U.S. Army Corps of Engineers. Based on current FEMA requirements and guidance from the California Ocean Protection Council adopted in March 2018, the project proposes to construct shoreline protection improvements specific to 15 of the reaches to eliminate the probability of substantial inundation at the Airport until 2085.

In order to address landside flood protection, Reach 16 would be required to form a continuous, closed flood protection system. However, the landside Reach 16 would only be necessary to construct if the shoreline protection system is unable to connect to anticipated future improvements to neighboring shoreline protection systems in South San Francisco and Millbrae. As such, while Reaches 1 through 15 will be analyzed at the project level, the analysis of the landside Reach 16 will be analyzed at a programmatic level.

Public Comment

The planning department welcomes your comments concerning the potential environmental effects of this project. Your comments should focus on significant environmental issues regarding this project, information that would help the environmental analysis, or factors to consider in the environmental analysis.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions or comments concerning this notice, please contact Michael Li, michael.j.li@sfgov.org, (628) 652-7538 by December 28, 2020.

Members of the public are not required to provide personal identifying information when they communicate with the department. However, the department may make all written or oral communications available, including submitted personal contact information, for inspection and copying upon request from the public. These communications may also be posted on the department's website or in other public documents.

Anyone receiving this notice is encouraged to pass on this information to others who may have an interest in the project.

NOTE: This notice is being issued during the suspension of certain CEQA filing and posting requirements pursuant to executive orders N-54-20 and N-80-20, and its issuance complies with the alternative posting requirements stated in the orders. This notice also complies with local requirements under the March 23, 2020 Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency Dated February 25, 2020.

[1] A *reach* is defined as a longshore segment of a shoreline where influences and impacts, such as wind direction, wave energy, littoral transport, etc., mutually interact.
[2] The foreshore refers to the area between low and high tide along the shoreline.

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AVISO PÚBLICO

DISPONIBILIDAD DEL AVISO DE OREPARACIÓN DEL INFORME DE IMPACTO AMBIENTAL

Fecha:	25 de noviembre de 2020
Plazo límite para los comentarios:	28 de diciembre de 2020
Caso núm.:	**2020-004398ENV**
Título del proyecto:	**Programa de Protección Costera de SFO**
Patrocinador del proyecto:	David Kim, Aeropuerto Internacional de San Francisco, 650.821.1426, david.t.kim@flysfo.com
Contactos que trabajan para el patrocinador del proyecto:	Michael Li, 628.652.7538, michael.j.li@sfgov.org

Objectivo del Aviso

El Departamento de Planificación de San Francisco ha elaborado un aviso de preparación de un Informe de Impacto Ambiental (Environmental Impact Report o EIR, por sus siglas en inglés) acerca del Programa de Protección Costera del Aeropuerto Internacional de San Francisco (SFO o Aeropuerto) (proyecto propuesto).Se debe preparar un EIR para el proyecto propuesto antes de que se tome cualquier decisión final con respecto a la aprobación del proyecto. El objetivo del EIR es proporcionar información sobre potenciales efectos físicos ambientales significativos del proyecto propuesto, identificar posibles maneras de reducir al mínimo tales efectos significativos, y describir y analizar posibles alternativas al proyecto propuesto.

Un aviso de preparación, o un EIR, no indican que la Ciudad haya tomado la decisión de aprobar o desaprobar el proyecto. La Ciudad debe revisar y considerar la información contenida en el EIR antes de tomar una decisión.

Usted puede participar en el primer proceso público con respecto a los efectos ambientales del proyecto de las siguientes maneras:

- contactando a Michael Li por correo electrónico (michael.j.li@sfgov.org), teléfono (628) 652-7538 o por correo postal en 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103; Ó
- asistiendo a una reunión pública para recabar información, la cual se llevará a cabo por teleconferencia o videoconferencia el miércoles 9 de diciembre de 2020 a las 5:00pm. El Departamento de Planificación llevará acabo la reunión utilizando una plataforma en línea. Podrá participar en la reunión a través del enlace de dicha

plataforma en línea que se encuentra en la página web del Departamento en http://www.sfplanning.org/sfceqadocs, o por teléfono usando el siguiente número telefónico: 833 548 0282 (llamada gratuita); ID de reunión: 831 03064931. Para solicitar asistencia en otros idiomas, comuníquese con candace.soohoo@sfgov.org o (628) 652-7550 al menos 72 horas antes de la reunión para garantizar la disponibilidad.

El aviso de preparación, el enlace a la plataforma de video por internet para la reunión pública para recabar información y la presentación que ha preparado el personal para la reunión pública para recabar información están disponibles aquí: http://www.sfplanning.org/sfceqadocs. También puede solicitar un CD o una copia impresa contactando a Michael Li. Para más información, consulte las secciones Descripción del Proyecto y Comentario Público, a continuación.

Descripción del Proyecto

El patrocinador del proyecto, SFO, propone implementar el proyecto propuesto para abordar la protección contra inundaciones y el futuro aumento del nivel del mar a través de la vida útil de las mejoras costeras propuestas. El proyecto propuesto instalaría infraestructura costera nueva que cumpliría con los requisitos actuales de la Administración Federal de Manejo de Emergencias (FEMA) en lo que se refiere a la protección contra inundaciones y a la incorporación de protecciones contra el futuro aumento del nivel del mar. Las 8 millas de línea costera del aeropuerto y el límite occidental del lado tierra se dividen en 16 tramos[1] de acuerdo con la orientación de la línea costera, el tipo de protección existente, las condiciones existentes de la banda costera[2] y la situación actual del lado tierra. Se establecieron criterios de diseño específicos para 15 de los tramos, incluyendo 13 tramos costeros y dos tramos en el lado tierra de acuerdo con los requisitos promulgados por FEMA y el Cuerpo de Ingenieros del Ejército de los Estados Unidos. Basados en los requisitos actuales de FEMA y las directrices del Consejo de Protección Oceánica de California adoptadas en marzo de 2018, el proyecto propone realizar obras de mejora a la protección costera en 15 tramos de manera específica para eliminar la probabilidad de que se produzcan inundaciones substanciales en el aeropuerto hasta el 2085.

A fin de proteger el lado tierra de las inundaciones, el Tramo 16 tendría que formar un sistema continuo y cerrado de protección contra inundaciones. Sin embargo, solo sería necesario construir el Tramo 16 del lado tierra si el sistema de protección costera no puede conectarse con mejoras previstas en el futuro a los sistemas de protección costera en las áreas colindantes de South San Francisco y Millbrae. Por lo tanto, mientras que los Tramos 1 al 15 se analizarán a nivel de proyecto, el análisis del Tramo 16 del lado tierra se analizará a nivel programático.

Comentario Público

El Departamento de Planificación le gustaría recibir sus comentarios sobre los potenciales efectos ambientales de este proyecto. Sus comentarios deberían centrarse en problemas ambientales significativos relacionados con este proyecto, información que ayudaría al análisis ambiental o factores por considerar en el análisis ambiental.

Si usted trabaja para una agencia que es una Agencia Responsable o una Agencia Fiduciaria, necesitamos saber los puntos de vista de su agencia con respecto al marco general y contenido de la información ambiental que es relevante para las responsabilidades legales de su agencia en conexión con el proyecto propuesto. Es posible que su agencia

[1] Un tramo se define como un segmento a largo de la costa en el que influencias e impactos, como la dirección del viento, la energía de las olas, el transporte litoral, etc. se relacionan mutuamente.
[2] La banda costera hace referencia al área entre la marea baja y alta a lo largo de la costa.

necesite usar el EIR al considerar un permiso u otra aprobación para este proyecto. También necesitaremos el nombre de la persona de contacto en su agencia.

Si tiene alguna pregunta o comentario con respecto a este aviso, por favor comuníquese con Michael Li, michael.j.li@sfgov.org, (628) 652-7538 a más tardar el 28 de diciembre, 2020.

Cuando los miembros del público se comunican con el departamento no es necesario que den información personal que los identifique. Sin embargo, si el público lo solicita, el departamento podría compartir todas las comunicaciones escritas o verbales, incluyendo la información personal de contacto presentada, para que el público lo revise y lo copie. Estas comunicaciones también podrían ser publicadas en el sitio web del departamento o en otros documentos públicos.

Se alienta a las personas que reciban este aviso a transmitir esta información a otras personas que pudieran estar interesadas en el proyecto.

NOTA: Este aviso se emite durante la suspensión de ciertos requisitos de presentación y publicación de CEQA en conformidad con las órdenes ejecutivas N-54-20 y N-80-20, y su emisión cumple con los requisitos de publicación alternativos establecidos en las órdenes. Este aviso también cumple con los requisitos locales del Quinto Suplemento del 23 de Marzo de 2020 a la Proclamación de la Alcaldesa Declarando la Existencia de una Emergencia Local con Fecha del 25 de Febrero de 2020.

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公示

《環境影響報告》編制通知已發出

日期：2020 年 11 月 25 日
評論截止日期：2020 年 12 月 28 日
項目編號：**2020-004398ENV**
計劃標題：**SFO** 三藩市國際機場**海岸綫保護計劃**
計劃贊助者：David Kim, 三藩市國際機場, 650.821.1426, david.t.kim@flysfo.com
聯絡人員：Michael Li, 628.652.7538, michael.j.li@sfgov.org

通知目的

三藩市規劃署（“規劃署”）已就三藩市國際機場（“SFO”或“機場”）的海岸綫保護計劃（“擬議項目”）發出《環境影響報告》（EIR）編制通知。任何最終審核决定須待擬議項目編制 EIR 之後方可作出。 EIR 的目的是提供提議計劃有哪些潜在重大實體環境影響的資訊，找出能將影響減至最低程度的可能方式，以及說明分析提議計劃的可能替代方案。

EIR 編制通知幷不表示市府已做出批准或不批准此項計劃的决定。市府在决定之前，必須先審查和考慮 EIR 中所含的資訊。

您可以透過以下方式參加有關本計劃環境影響的第一場公聽會：

- 聯繫 Michael Li，電郵（michael.j.li@sfgov.org），電話(628) 652-7538，或郵寄參加意願到：49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103；或是
- 通過視訊或電話方式，於 2020 年 12 月 9 日下午 5 時參加規劃署舉行的綫上公開界定會。參加會議可通過規劃署網頁的線上平臺連結：http://www.sfplanning.org/sfceqadocs；或用電話撥打：833 548 0282（免費）；會議號碼：831 0306 4931。若需要其他語言的協助，請在會前至少 72 小時聯絡 candace.soohoo@sfgov.org 或(628) 652-7550，以確保獲得服務。

準備通知、公聽會綫上平臺連結，以及工作人員會議報告內容可在此處取得：http://www.sfplanning.org/sfceqadocs。如要索取本計劃 CD 或紙本內容，請聯繫 Michael Li。如需更多資訊，亦可參閱以下計劃說明和公眾評論。

計劃說明

作爲項目發起人，SFO 擬實施擬議項目，以在相關海岸綫改善工程預計壽命期間內解决防洪和未來海平面上升的問題。擬議項目將新建符合聯邦緊急事務管理局（FEMA）現行防洪規定的海岸綫保護基礎設施，幷納入針

對未來海平面上升的防護措施。根據海岸綫方向、現有防護類型、現有前濱條件[1]及現有陸側條件，機場的 8 英里海岸綫及西部陸側邊界被劃分為 16 個岸段[2]。其中 15 個岸段已根據 FEMA 和美國陸軍工兵團所頒布的規定制訂了針對性的設計標準，包括 13 個海岸綫岸段和 2 個陸側岸段。根據現行 FEMA 規定和加州海洋保護委員會於 2018 年 3 月通過的指導意見，本項目提議在此 15 個岸段建設具針對性的海岸綫保護改善工程，以在 2085 年之前消除機場嚴重受淹的可能。

爲了解决陸側防洪問題，則需納入第 16 岸段，以建立一個連續、封閉的防洪系統。然而，只有在此海岸綫保護系統無法連接毗鄰的南三藩市和密爾布瑞的預期海岸綫保護系統改善工程時，才有必要建造陸側的第 16 岸段。因此，雖然第 1 至 15 岸段的分析將在項目層面進行，但第 16 岸段的分析將在方案層面進行。

公眾評論

規劃署歡迎民衆針對有關本計劃潛在的環境影響提出評論。請將您的評論重點放在這項計劃的重要環境問題，有助於環境分析的資訊，或是進行環境分析時應考慮的因素。

如果您在某個責任或信托機構工作，我們需要瞭解在您機構與本提議計劃有關的法定責任方面，您的機構對於環境資訊的範疇與內容有何看法。貴機構在考慮取得參加本計劃的許可或其他形式的批准時，可能會需要使用這份 EIR。我們可能也需要貴機構聯絡人的姓名。

如果您對本通知有疑問或意見，請在 2020 年 12 月 28 日前聯絡 Michael Li，電郵 michael.j.li@sfgov.org，電話 (628) 652-7538。

民眾與規劃署溝通聯絡時，不需提供個人識別資訊。不過，規劃署可能會根據民衆請求提供所有書面或口頭通訊內容，包括提交的個人聯絡資訊，供民眾檢視與影印。這些通訊內容亦可能公布於規劃署網站或其他公開文件。

歡迎收到此通知的人將通知上的資訊傳給其他可能對本計劃有興趣的人士。

注：本通知發布於某些 CEQA 申報和公告要求依照第 N-54-20 號和第 N-80-20 號行政令規定而暫停期間，其發布符合行政令中指明的替代公告要求。本通知亦符合《市長宣布地方緊急狀態公告》（2020 年 2 月 25 日）的第五號補編（2020 年 3 月 23 日）中的地方規定。

[1] 前濱是指低潮和高潮之間露出的海岸地帶。
[2] 岸段是指依據風向、波能、漂沙等影響力和衝擊力的相互作用而劃分的一段海岸。

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PAMPUBLIKONG ABISO

PAGKAKAROON NG ABISO SA PAGHAHANDA NG ULAT NG EPEKTO SA KAPALIGIRAN

Petsa:	Nobyembre 25, 2020
Huling Araw para sa Pagbibigay ng Komento:	Disyembre 28, 2020
Numero ng Kaso:	**2020-004398ENV**
Titulo ng Proyekto:	**SFO Shoreline Protection Program (Programa ng Pagprotekta sa Baybayin)**
Sponsor ng Proyekto:	David Kim, San Francisco International Airport (Internasyonal na Paliparan ng San Francisco), 650.821.1426, david.t.kim@flysfo.com
Kontak na Kawani :	Michael Li, 628.652.7538, michael.j.li@sfgov.org

Layunin ng Abiso

Ang Departamento sa Pagpaplano (Planning Department) ng San Francisco ay gumawa ng abiso ukol sa paghahanda ng Ulat sa Epekto sa Kapaligiran (Environmental Impact Report) na tungkol sa Shoreline Protection Program (Programa ng Pagprotekta sa Baybayin – iminumungkahing proyekto) ng San Francisco International Airport's (SFO, Internasyonal na Paliparan ng San Francisco o Paliparan). Kailangang maihanda ang EIR para sa mungkahing proyekto bago pa ang paggawa ng anumang pinal na desisyon kung aaprubahan ang proyekto. Layunin ng EIR na magbigay ng impormasyon tungkol sa anumang posible na malalaking epekto ng mungkahing proyekto sa pisikal na kapaligiran, tumukoy ng posibleng mga paraan upang mabawasan ang malalaking epekto, at maglarawan at magsuri ng posibleng mga alternatibo sa mungkahing proyekto.

Ang abiso sa paghahanda o EIR ay hindi nakasaad ang desisyon ng Lungsod hinggil sa pag-apruba o hindi pag-apruba ng proyekto. Ang Lungsod ay kinakailangan repasuhin at isaalang-alang ang impormasyong nilalaman ng EIR bago gumawa ng desisyon.

Puwede kayong lumahok sa unang pampublikong proseso ukol sa epekto ng proyekto sa kapaligiran sa pamamagitan ng:

- pagkontak kay Michael Li gamit ang email (michael.j.li@sfgov.org), telepono (628) 652-7538, o koreo sa 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103; O
- pagdalo sa pampublikong pagpupulong sa video o teleconference sa Disyembre 9, 2020 ng 5 p.m. Ang Departamento sa Pagpaplano (Planning Department) ay magsasagawa ng miting sa paggamit ng platapormang online (internet). Maaari kang dumalo sa pagpupulong sa pamamagitan ng platapormang online link na

matatagpuan sa webpage ng departamento ~~kagawaran~~, http://www.sfplanning.org/sfceqadocs; o sa pamamagitan ng telepono, gamit ang sumusunod na numero ng telepono: 833 548 0282 (Walang Bayad); meeting ID: 831 0306 4931. Para makahingi ng tulong wika, pakikontak si candace.soohoo@sfgov.org o ang (628) 652-7550 nang hindi bababa sa 72 oras bago ng miting, at nang matiyak na may makukuhang serbisyo.

Ang abiso sa paghahanda, ang ugnay sa platapormang online para sa pagkuwa ng opinyon, at ang presentasyon ng mga kawani sa miting sa pagkuwan ng opinyon dito: http://www.sfplanning.org/sfceqadocs. Puwede rin kayong humiling ng CD o papel na kopya sa pamamagitan ng pagkontak kay Michael Li. Pakitingnan din ang Deskripsiyon ng Proyekto (Project Descrption) at mga seksiyons ng Pampublikong Kometo na nasa ibaba para sa iba pang impormasyon.

Deskripsiyon ng Proyekto (Project Descrption)

Ang sponsor ng proyekto, ang SFO, ay nagmumungkahing ipatupad ang iminumungkahing proyekto upang tugunan ang proteksyon sa baha at pagtaas ng tubig sa dagat sa hinaharap para sa inaasahang itatagal ng mga pagpapabuti sa baybayin. Sa iminumungkahing proyekto, maglalagay ng bagong imprastrukturang protesksyon sa baybayin na alinsunod sa kasulukuyang pangangailangan ng Federal Emergency Management Administration (FEMA, Pederal na Pangasiwaang Namamahala sa Emerhensya) para sa pagprotekta sa baha at isasama ang proteksyon para sa pagtaas ng tubig sa dagat sa hinaharap. Ang 8 milyang baybayin ng Paliparan at hangganan ng panig ng lupa sa kanluran ay nahahati sa 16 na mga reaches[1] batay sa oryentasyon ng baybayin, uri ng kasalukuyang proteksyon, mga kasalukuyang kondisyon ng tabing-dagat,[2] at mga kasalukuyang kondisyon sa panig ng lupa. Ang mga pamantayan ng disensyong partikular sa reach ay binuo para sa 15 sa mga reaches. kabilang ang 13 reaches ng baybayin at dalawang reaches sa panig ng lupa, batay sa mga iniaatas na itinataguyod ng FEMA at ng U.S. Army Corps of Engineers (Pangkat ng mga Hukbo na Inhinyero ng Estados Unidos). Batay sa mga kasalukuyang iniaatas at gabay ng FEMA mula sa California Ocean Protection Council (Konseho ng Proteksyon sa Karagatan ng California) na pinagtibay noong Marso 2018, iminumungkahi ng proyekto na magtayo ng mga pagpapabuti ng proteksyon sa baybayin na partikular sa 15 ng mga reaches upang alisin ang posibilidad ng malaking pagbaha sa Paliparan hanggang 2085.

Upang matugunan ang proteksyon sa baha sa panig ng lupa, ang Reach 16 ay iaatas upang bumuo ng patuloy, saradong sistemang pumuprotekta sa baha. Ngunit, ang Reach 16 sa panig ng lupa ay magiging kailangan lamang sa pagpapatayo kung ang sistemapumuprotekta sa baybayin ay hindi makakakonekta sa mga inaasahang pagpapabuti sa hinaharap sa mga sistemang pumuprotekta sa baybayin sa kapitbahayan sa South San Francisco at Millbrae. Kaya, habang ang mga Reaches 1 hanggang 15 ay susuriin sa antas ng proyekto, ang pagsusuri sa Reach 16 sa panig ng lupa ay susuriin sa antas ng programa.

Pampublikong Komento

Ang Departamento ay malugod na tatanggapin ang inyong mga komento sa posibleng maging epekto sa kapaligiran ng proyektong ito. Kailangang nakatuon ang inyong komento sa malalaking problema sa kapaligiran na kaugnay ng proyektong ito, impormasyon na makatutulong sa pagsusuri sa kapaligiran, o mga salik na dapat isaalang-alang sa pagsusuri sa kapaligiran.

Kung nagtatrabaho kayo para sa ahensiya na Responsible Agency (ahensiya na nagmumungkahi ng pagpapatupad ng proyekto) o Trustee Agency (ahensiya na may hurisdiksiyon sa kapaligirang maaapektuhan ng proyekto), kailangan

[1] Ang *reach* ay inilalarawan bilang bahagi ng longshore ng baybayin kung saan ang mga impluwensya at epekto, gaya ng direksyon ng hangin, enerhiya sa alon, paglipat ng pampang, atbp., ay may interaksyon sa isa't isa.
[2] Ang tabing-dagat ay tumutukoy sa lugar sa pagitan ng low tide at high tide sa baybayin.

malaman namin ang mga pananaw ng inyong ahensiya base sa saklaw at nilalaman ng impormasyon sa kapaligiran na importante sa mga responsibilidad na base sa batas ng inyong ahensiya. Ang inyong ahensiya ay maaring gamitin ng EIR kapag isinasaalang-alang ang permit o iba pang pag-apruba sa proyektong ito. Kailangan din namin ang pangalan ng tao na dapat kontakin para sa inyong ahensiya.

Kung mayroon kayong tanong o komento tungkol sa abisong ito, pakikontak si Michael Li, s michael.j.li@sfgov.org, (628) 652-7538 bago sumapit ang Disyembre 28, 2020, o sa petsang ito.

Hindi itinatakda sa mga miyembro ng publiko na magbigay ng personal na impormasyong makatutukoy sa kanilang identidad kapag nakipagkomunikasyon sila sa departamento. Gayon pa man, posibleng pahintulutan ng departamento ang pagkuha sa lahat ng nakasulat o pasalitang komunikasyon, kasama na ang isinumiteng personal na impormasyon sa pagkontak, kapag may kahilingan mula sa publiko para sa pag-iinspeksiyon at pagkopya. Posible ring ipaskil ang mga komunikasyong ito sa website ng departamento o sa iba pang mga pampublikong dokumento.

Hinihikayat ang sinumang tatanggap ng abisong ito na ipasa ang impormasyong ito sa iba pang posibleng may interes sa proyekto.

TANDAAN: Inilalabas ang abisong ito sa panahon ng pagsuspinde ng ilang mga pangangailangan na paghahain at pagpapaskil ng CEQA alinsunod sa mga tagapagpaganap na utos N-54-20 at N-80-20, at ang paglalabas na ito ay bilang pagsunod sa mga alternatibong iniaatas sa pagpapaskil na nakasaad sa mga utos. Nakasunod din sa abisong ito ang mga lokal na pangangailangan sa ilalim ng Marso 23, 2020 Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency (Ikalimang Suplemento sa Proklamasyon ng Punong-bayan na Nagdedeklara ng Pagkakaroon ng Lokal na Emerhensya) na Pinetsahan noong Pebrero 25, 2020.

San Francisco Planning

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PUBLIC NOTICE

AVAILABILITY OF NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

Date:	November 25, 2020
Case No.:	**2020-004398ENV**
Project Title:	**SFO Shoreline Protection Program**
Project Sponsor:	San Francisco International Airport David Kim – 650.821.1426 david.t.kim@flysfo.com
Staff Contact:	Michael Li – 628.652.7538 michael.j.li@sfgov.org

Introduction

The San Francisco Planning Department prepared this notice of preparation of an environmental impact report (EIR) in connection with the San Francisco International Airport (SFO) Shoreline Protection Program. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize any potentially significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The planning department is issuing this notice to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR, including a public scoping meeting to solicit comments on the scope of the EIR. The planning department will hold the public scoping meeting on Wednesday, December 9, at 5 p.m. The planning department will hold the meeting using an online platform. You can view this notice and join the meeting via the online platform link found on the planning department's webpage, http://www.sfplanning.org/sfceqadocs; or via phone, using the following phone number and meeting identification number: 833 548 0282 (Toll Free); meeting ID: 831 0306 4931.

Project Summary

The project sponsor, San Francisco International Airport (SFO or Airport), proposes to implement the SFO Shoreline Protection Program (proposed project) to address flood protection and future sea-level rise for the expected lifespan of the shoreline improvements. The proposed project would install new shoreline protection infrastructure that would comply with current Federal Emergency Management Administration (FEMA) requirements for flood protection and incorporate protection for future sea-level rise. The proposed project would remove most of the existing shoreline protection structures and would construct a new shoreline protection

system comprised of a combination of concrete walls and steel king and sheet pile walls. These structures would vary from reach to reach, depending on the existing site characteristics, and would range in height from approximately 5.2 to 12.1 feet above the existing ground for the steel sheet pile and concrete walls, given that the elevation and slope of the ground varies for each reach. In total, the proposed project would construct an approximately 40,564-foot-long (approximately 7.6 miles) new shoreline protection system, which would require approximately 27.5 acres of soil fill in the Bay for various reaches and result in approximately 4.4 acres of impacts to wetland areas.

The Airport's 8-mile shoreline and western landside boundary are divided into 16 reaches[1] based on shoreline orientation, existing protection type, existing foreshore[2] conditions, and existing landside conditions. The project proposes to construct shoreline protection improvements specific to 15 of the reaches to eliminate the probability of substantial inundation at the Airport until 2085.

In order to address landside flood protection, Reach 16 would be required to form a continuous, closed flood protection system. However, landside Reach 16 would only be necessary to construct if the shoreline protection system is unable to connect to anticipated future improvements to neighboring shoreline protection systems in South San Francisco and Millbrae. As such, while Reaches 1 through 15 will be analyzed at the project level, the analysis of the landside Reach 16 will be analyzed at a programmatic level.

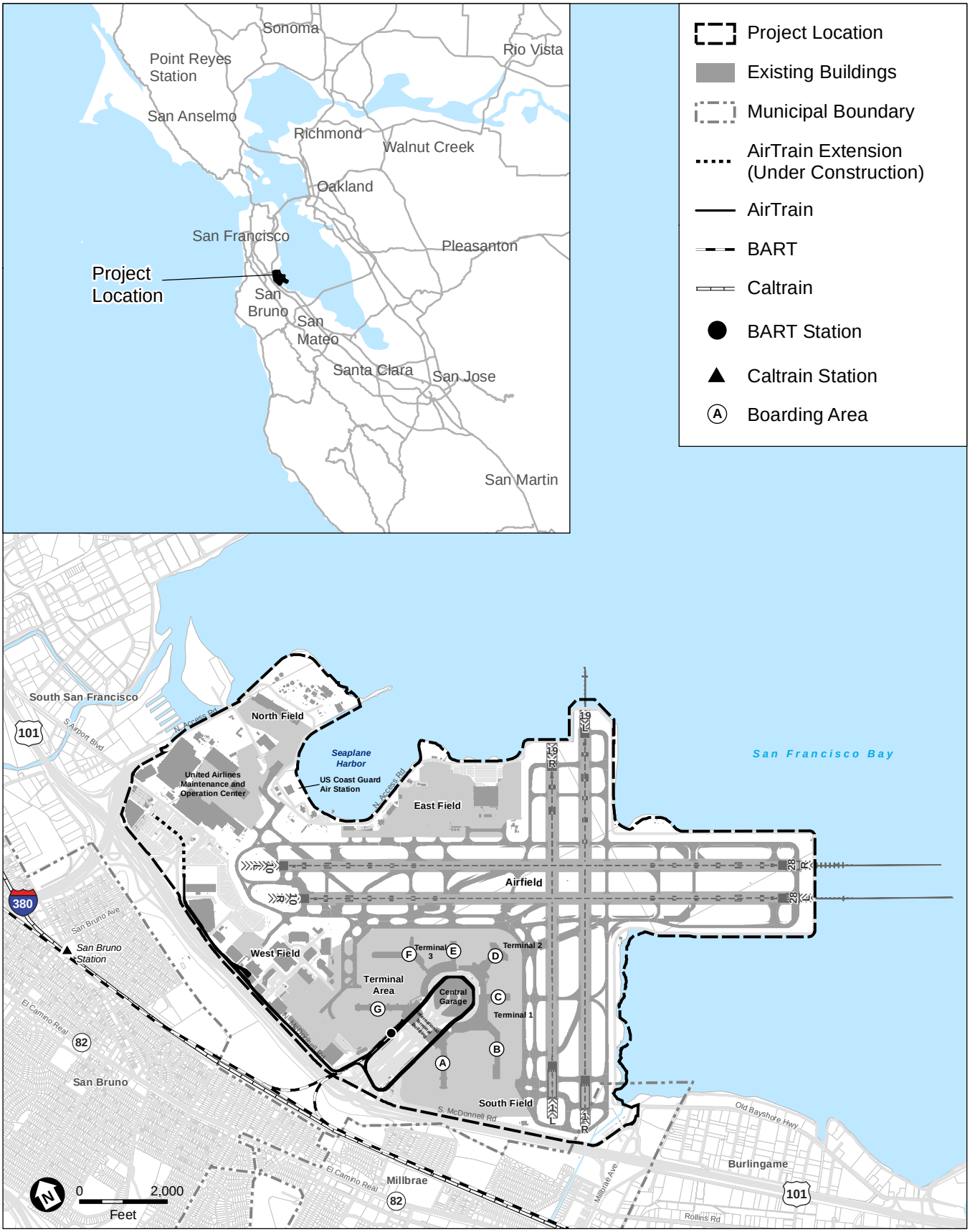
Project Location

The project site is comprised of the perimeter of the Airport, primarily located in unincorporated San Mateo County, California, approximately 13 miles south of downtown San Francisco, with portions of the Airport within the city boundaries of South San Francisco to the north, San Bruno to the west, Millbrae to the south, and Burlingame to the southeast (see Figure 1). The Airport is owned by the City and County of San Francisco (City) and operated by and through the San Francisco Airport Commission (airport commission). The United Airlines Maintenance and Operations Center is located on Airport land but is not owned or operated by the Airport. The U.S. Coast Guard San Francisco Air Station is located entirely on federal land adjacent to Airport's eastern boundary along Seaplane Harbor; the facilities are owned, maintained, and operated by the federal government.

The operational area of the Airport is generally bordered by U.S. Highway 101 (U.S. 101), also referred to as the Bayshore Freeway, to the west and San Francisco Bay (Bay) to the east. Of the 5,100 acres that comprise Airport property, approximately 2,110 acres are located on land east of U.S. 101, 180 acres are located west of U.S. 101, and 2,810 acres are over San Francisco Bay.

SFO is the largest airport serving the San Francisco Bay Area. Other airports in the San Francisco Bay Area include Oakland International and Norman Y. Mineta San Jose International airports. SFO contains two sets of parallel runways, oriented in north/south (Runways 1L-19R and 1R-19L) and east/west (Runways 10L-28R and 10R-28L) configurations; supporting airfield facilities and infrastructure; a passenger terminal area served by access roads,

[1] A *reach* is defined as a longshore segment of a shoreline where influences and impacts, such as wind direction, wave energy, littoral transport, etc., mutually interact.
[2] The foreshore refers to the area between low and high tide along the shoreline.



SOURCE: SFO, 2018

SFO Shoreline Protection Program

Figure 1
Project Location

parking facilities, and ground transportation facilities; and cargo and other facilities typical of a commercial service airport.[3]

SFO, which initially opened in 1927, was constructed in phases beginning in the 1920s and continuing through the 1970s by filling portions of the Bay. The Airport is situated within a fully developed, land-constrained site, and is the legacy of incremental changes that occurred over several decades. The great majority of the project site is paved for aeronautical uses such as runways, taxiways,[4] aircraft aprons,[5] and parking, or occupied by passenger terminal buildings and aircraft hangars. SFO operates 24 hours a day, seven days per week as a public use airport.[6]

Project Background and Shoreline Characteristics

Project Background

FEMA is responsible for the administration of the National Flood Insurance Program (NFIP). Under this program, participating communities agree to implement floodplain management ordinances that limit the risk of future flood damage in flood-prone areas. These ordinances must meet the minimum floodplain management criteria of the federal regulations that govern the NFIP. To support the NFIP, FEMA publishes Flood Insurance Rate Maps (FIRMs), which show areas subject to inundation during floods having a one percent chance of occurrence in a given year (also referred to as the base flood or 100-year flood). These floodplains are referred to as Special Flood Hazard Areas (SFHAs).

In 2010, the City adopted a floodplain management ordinance[7] and joined the NFIP. As such, SFO is required to implement the City's flood-resistant construction requirements per the San Francisco Floodplain Management Program for structures located in SFHAs. In 2015, FEMA issued a preliminary FIRM for the City and County of San Francisco based on an updated study of flood hazards for the Bay. As part of the updated study, FEMA determined that the flood protection system on the perimeter of the Airport property is not adequate to prevent inundation during the one percent annual chance flood. Therefore, the FIRM that covers the Airport shows that most of the property lies within an SFHA and may be inundated during the one percent annual chance flood.

Site Characteristics

The Airport property and shoreline lies on reclaimed land that was once part of the Bay. From 1930 to 1970, the land was developed by placing artificial fill over young bay mud, which is soft, unconsolidated silty clay. The fill is generally composed of silty and clayey sands, silts, and clays. The fill thickness along the shoreline ranges from 4 to 36 feet. Underneath the fill lies a layer of young bay mud, which ranges from 10 to 70 feet thick. Bedrock is present from 5 to 300 feet below the surface of the Bay.

[3] A *commercial service airport* is a publicly owned airport that has at least 2,500 passenger boardings each year and receives scheduled passenger service.
[4] *Taxiways* are routes used by airplanes to move to or from a runway.
[5] An *aircraft apron* is a defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance.
[6] A *public use airport* is an airport available for use by the general public without a requirement for prior approval of the airport owner or operator.
[7] Ordinance number 188-08 (enacted in 2008) establishes the floodplain management program by adding article XX, sections 2A.280 through 2A.285, to the San Francisco Administrative Code. The Board of Supervisors approved ordinance number 56-10 to amend the floodplain management program in 2010.

The Airport's shoreline and western landside boundary are divided into 16 reaches based on shoreline orientation, existing protection type, foreshore type, and existing landside conditions (see Figure 2). Existing shoreline protection systems for 15 of the reaches vary by reach and include a combination of concrete walls, sheet pile wall,[8] concrete debris, armor rocks, sand bags, K-rail,[9] tidal flats, and earthen and vegetated berms.[10] The existing shoreline protection for each reach typically includes varying combinations of these systems. Some sections of the existing shoreline system show wear and evidence of distress, including seepage through sections of berm, cracks and holes in concrete and vinyl sheet pile walls, and overall deterioration of the sheet pile wall.

Proposed Shoreline Protection Program

The proposed project is designed to protect SFO from the one percent annual chance flood and considers the impact of sea-level rise through 2085. Based on the State of California's adoption of the California Ocean Protection Council's most recent sea-level rise guidance in March 2018, SFO prepared a Conceptual Design Study[11] for the shoreline protection program. The study evaluated six water level design options that would comply with current FEMA requirements for the 100-year flood event in combination with sea-level rise projections ranging from zero to 60 inches (0 inches, 11 inches, 24 inches, 36 inches, 48 inches, and 60 inches). The evaluation of each water level design option considered: the timing of future sea-level rise and the probability of reaching the level sooner than the predicted value; the anticipated lifespan of the shoreline protection improvements; and how much advanced warning SFO will have to plan future shoreline protection in the event sea-level rise occurs more quickly than anticipated. Based on this evaluation, SFO determined that, in general, designs that meet current FEMA requirements, which is up to 24 inches, plus 36 inches (FEMA+36 inches), particularly those that use steel sheet pile wall construction, are most appropriate to accommodate up to 60 inches of sea-level rise during a 100-year flood event.

The proposed project would remove most of the existing shoreline protection structures and would construct a new shoreline protection system comprised of a combination of concrete walls and steel king and sheet pile walls, some with armor rock revetments[12] and/or soil fill. These structures would vary from reach to reach, depending on the existing site characteristics, and would range in height from approximately 5.2 to 12.1 feet above the existing ground for the steel sheet pile and concrete walls, given that the elevation and slope of the ground varies for each reach. The king pile walls would extend approximately 26 feet above the Bay floor, and the crest of the king pile walls would range from approximately 13 to 20 feet above the Bay's typical tidal water levels, depending on the phase of the tide. Storm surge, waves, and sea-level rise would further raise water levels, thereby reducing the height of the king pile walls above the Bay.

[8] A sheet pile wall is made of interlocking sheet piles that form a wall. The wall is driven into the ground and meant to retain earth, water, or other filling material. Sheet pile can be made of a number of materials including but not limited to timber, concrete, steel or polyvinyl chloride, typically referred to as a vinyl sheet pile.
[9] A K-rail is a modular concrete barrier typically used to separate lanes of traffic.
[10] A berm acts as a barrier and is a raised bank or terrace bordering a road, river, canal, or other body of water.
[11] San Francisco International Airport, *Shoreline Protection Program: Conceptual Design Study*, prepared by AECOM, Telamon Engineering, and ESA, March 2018.
[12] Revetments are sloping structures meant to barricade or prevent erosion due to wave action. Rock armor is a rock used to reinforce or "armor" shorelines and shoreline structures like pilings against erosion.

SOURCE: SFO, 2018

SFO Shoreline Protection Program

Figure 2
Reach Locations

Concrete caps[13] are proposed for Reaches 2 through 14 to protect the steel sheet pile and king pile walls. In total, the proposed project would construct an approximately 40,564-foot-long (approximately 7.6 miles) new shoreline protection system for Reaches 1 through 15, which would require approximately 27.5 acres of soil fill in the Bay for various reaches and result in approximately 4.4 acres of impacts to wetland areas. The steel sheet piles would be driven approximately 10 to 25 feet below grade, and the steel king pile walls, including the H-shaped steel piles and interlocking sheets, would be driven approximately 50 feet below grade.

Armor rock revetments would be used in tandem with walls, to dissipate wave energy and prevent sediment scour[14] for existing sections of shoreline that are steeply sloped and may be prone to erosion. Soil fill, intended to stabilize the shoreline and create a necessary slope for the shoreline protection system, would be placed in the Bay for some of the reaches. Table 1 lists the shoreline protection system proposed for the 15 reaches, including Sub-reaches 2A, 2B, 2C, 7A, 7B, and 7C, that constitute the Airport's entire shoreline, and Table 2 identifies design characteristics for each reach and sub-reach.

Note that because Reach 16 would only be necessary to construct if the shoreline protection system is unable to connect to a neighboring shoreline protection system in South San Francisco and Millbrae,[15] this reach will be analyzed at a programmatic level in the EIR. CEQA Guidelines section 15168(c) states that subsequent activities must be examined in light of the program EIR to determine whether an additional environmental document must be prepared. Thus, the EIR for the proposed project will consider Reach 16 as a subsequent activity that would be evaluated when a project for that reach is proposed, in order to determine whether additional environmental documentation is required. The subsequent project-level analysis of Reach 16 would take into account any updated information relevant to the environmental analysis of the project (e.g., changes to the environmental setting, regulations, etc.).

Concrete Wall

As shown in Table 1, concrete walls are proposed for Reaches 1 and 15. For Reach 1, a new concrete wall with a shallow foundation is proposed along North Access Road, following the boundary of the Airport's property. The proposed concrete wall would turn south at North Access Road, and would follow along the east side of North McDonnell Road for approximately 150 feet. The proposed wall would total approximately 3,400 feet in length, range from 2.4 to 5.2 feet in height above the existing ground, and would require a maximum of five gaps to allow vehicle and pedestrian access between North Access Road and the project site (see Figure 3). These gaps would be closed using deployable flood gates.[16] To close the system and ensure continuous flood protection at the transition between Reaches 1 and 2, the Reach 1 flood protection wall on the south side of North Access Road would need to connect to the new Reach 2 flood protection wall located on the north side of North Access Road, east of the junction of North Access Road and North Field Road. The form of closure would entail a deployable flood gate.

[13] Concrete wall caps are a block or slab that horizontally "caps" a wall to prevent damage to the wall by deflecting environmental elements including rain.
[14] Sediment scour is the erosion of sediment including sand or silt from around an object.
[15] Note that any shoreline protection system proposed by an adjacent city would likely have to undergo its own environmental review.
[16] Deployable floodgates are gates meant to protect against flooding; they are adjustable and can be either raised or slid into position for flood protection.

Table 1 Proposed Shoreline Protection Structures by Reach

REACH NUMBER	REACH NAME	ARMOR ROCK (OVERLAY, REPLACEMENT, OR NEW)	CONCRETE WALL	SHEET PILE WALL AND CONCRETE CAP	KING PILE WALL	SOIL FILL
1	San Bruno Channel		●			
2A	Treatment Plant Sub-reach 2A			●		●
2B	Treatment Plant Sub-reach 2B			●		
2C	Treatment Plant Sub-reach 2C	●		●		
3	Seaplane Harbor 1	●		●		●
4	Coast Guard	●		●		●
5	Seaplane Harbor 2	●		●		●
6	Superbay	●		●		
7A	19 End Sub-reach 7A				●	●
7B	19 End Sub-reach 7B				●	●
7C	19 End Sub-reach 7C			●		
8	19 Edge	●		●		●
9	Intersection 1	●		●		●
10	Intersection 2			●		●
11	28R	●		●		●
12	28 End	●		●		●
13	28L	●		●		●
14	Mudflat	●		●		
15	Millbrae Channel		●			

SOURCE: San Francisco International Airport, *Shoreline Protection Program: Conceptual Design Study*, March 2018

For Reach 15, a new concrete floodwall would be constructed along the northern side of Millbrae Channel using the foundations of the existing aircraft operations area[17] barrier as part of the wall and as the foundation for the new wall (see Figure 3). A closeable gap would be required in the floodwall to allow an access point to remain between the vehicle service road[18] on Airport property and South McDonnell Road. The new, approximately 1,400-foot-long, approximately 7-foot-tall concrete wall would follow the route of Millbrae Channel, and would be connected to Reach 16, if necessary, thereby closing the gap between the shoreline protection and landside protection.

[17] The *aircraft operations area* is defined as the area of the Airport bounded by a fence to which access is otherwise restricted and which is primarily used or intended to be used for landing, takeoff, or surface maneuvering of aircraft, and related activities.
[18] A *vehicle service road* is a designated roadway in a non-movement area, which is an area used for loading, unloading, and parking aircraft.

Table 2 Design Characteristics of Each Reach

REACH NO.	REACH NAME	MAXIMUM HEIGHT OF THE WALL ABOVE EXISTING GROUND (FEET)	LENGTH OF WALL (FEET)
1	San Bruno Channel	5.2	3,448
2A	Treatment Plant Sub-reach 2A	6.3	665
2B	Treatment Plant Sub-reach 2B	12.1	3,142
2C	Treatment Plant Sub-reach 2C	6.4	608
3	Seaplane Harbor 1	6.7	1,375
4	Coast Guard	8.6	1,451
5	Seaplane Harbor 2	7.1	2,754
6	Superbay	4.9	2,961
7A/7B	19 End Sub-reach 7A/7B (king pile wall)	25.7[a]	4,068
7C	19 End Sub-reach 7C	11.8	548
8	19 Edge	10.2	1,532
9	Intersection 1	8.7	795
10	Intersection 2	10.0	925
11	28R	6.7	3,281
12	28 End	7.7	2,116
13	28L	7.8	4,160
14	Mudflat	9.6	4,438
15	Millbrae Channel	6.7	2,297[b]
	TOTAL		**40,564**

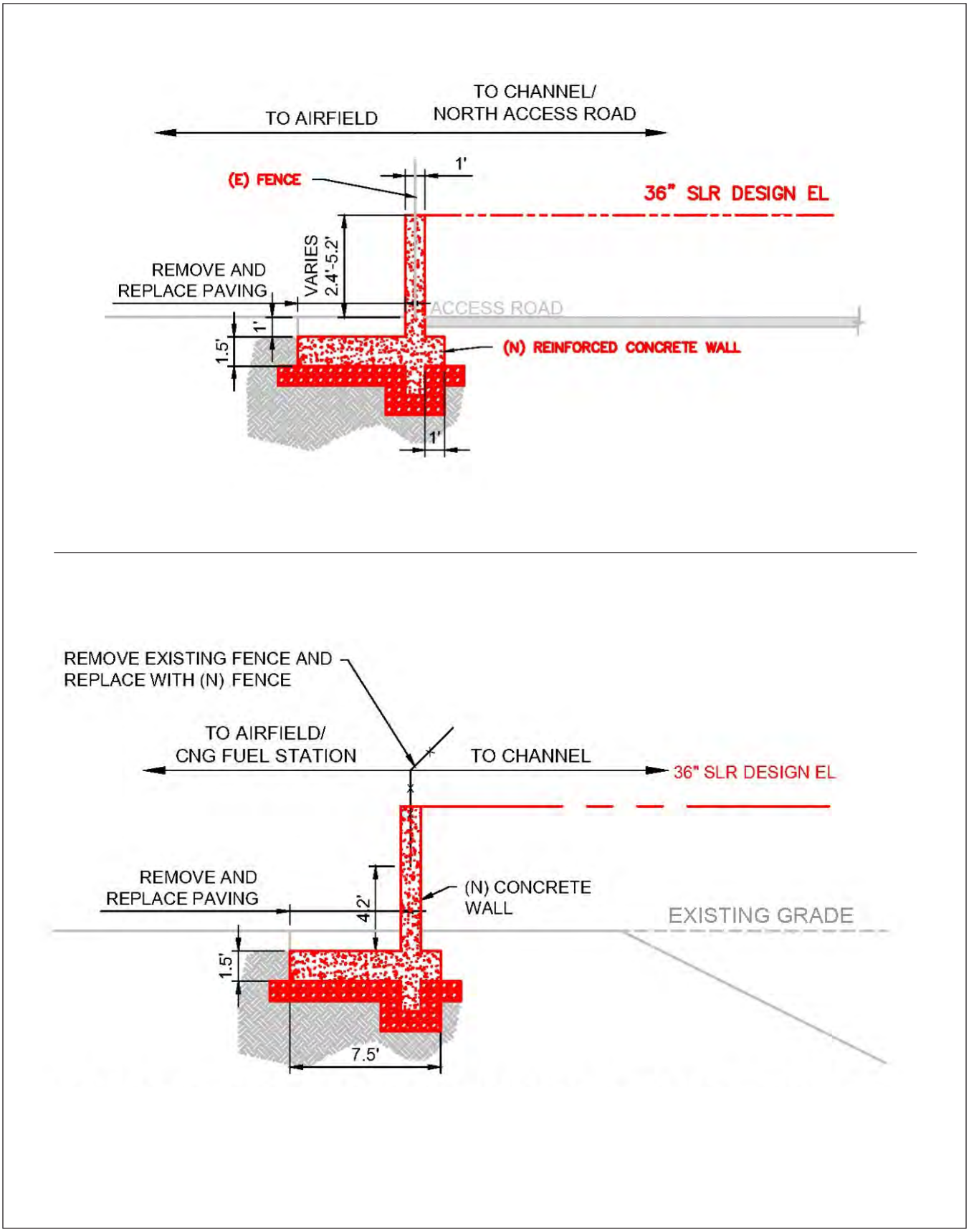
SOURCE: San Francisco International Airport, *Shoreline Protection Program: Conceptual Design Study*, March 2018

NOTES:

[a] The proposed steel king pile walls would extend a maximum height of 25.7 feet above the existing Bay floor, and would range from approximately 13 to 20 feet above sea level depending on the tide.

[b] The length for the proposed concrete wall for Reach 15 would be 1,441 feet, and the length of the proposed concrete wall around the Trillium CNG fuel station would be 856 feet.

The design for Reach 15 also proposes to construct a concrete wall around the perimeter of the Trillium CNG fuel station to provide flood protection for the facility. The proposed approximately 850-foot-long, approximately 7-foot-tall concrete wall would be constructed with two deployable flood gates to allow ingress to and egress from the facility.



SOURCE: AECOM, 2018

SFO Shoreline Protection Program

Figure 3
Reach 1 (top) and Reach 15 (bottom) Concrete Wall Cross Section

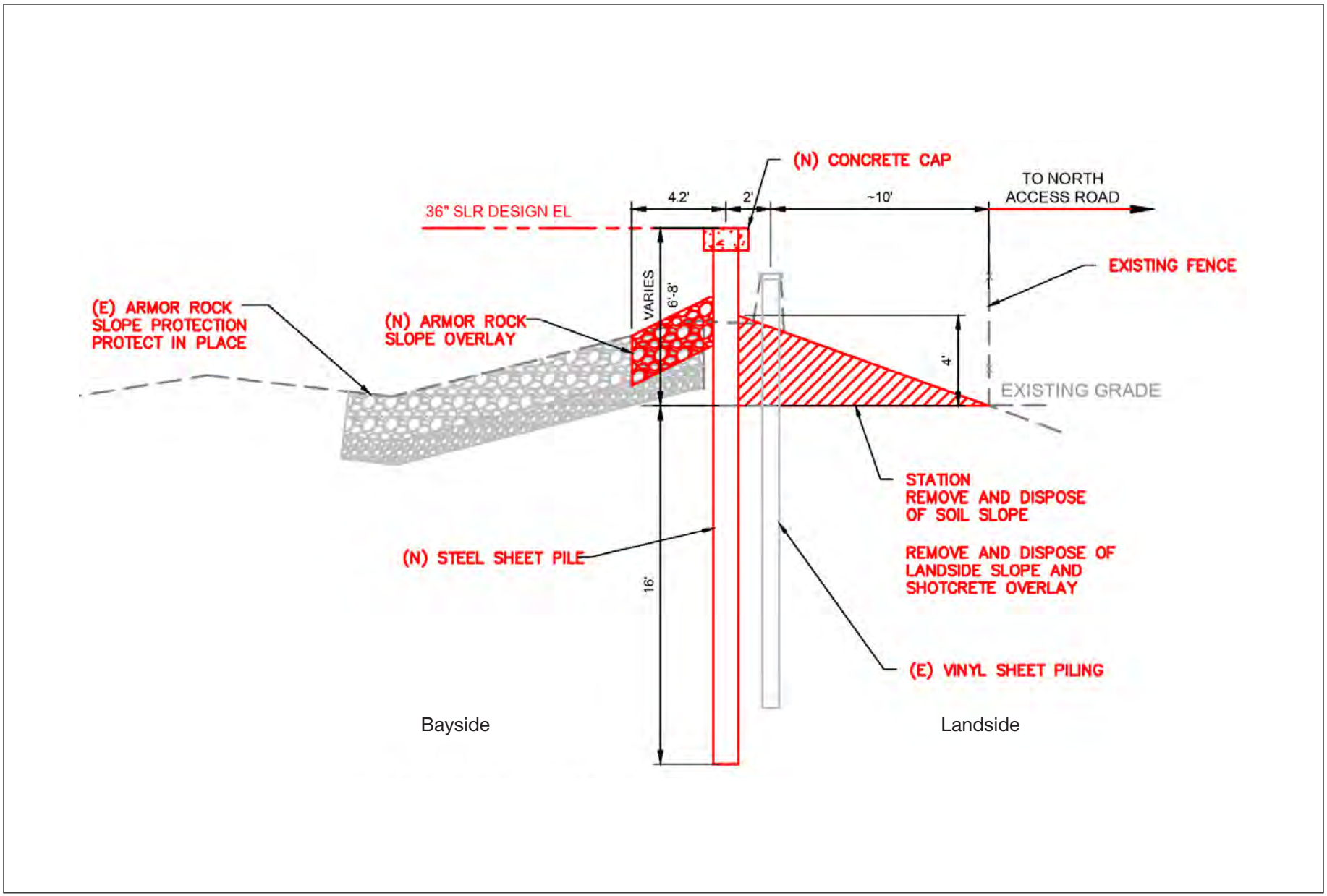
Sheet Pile Wall

The proposed shoreline protection system for a majority of the Bay-facing shoreline, including Reaches 2 (Sub-reaches 2A and 2C), 3 through 6, and 8 through 14, consists of a combination of soil fill and/or armor rock revetment between a steel sheet pile wall with a concrete cap. Removal of existing armor rock would occur in combination with soil fill of the area where armor rock existed for various reaches. As shown in Table 1, Sub-reach 2C and Reaches 6, 8, and 14 would include construction of a new sheet pile wall and concrete cap with only armor rock revetments. Figure 4 shows a typical sheet pile wall employing this method of construction. Sub-reach 2A and Reaches 10 and 12 would include construction of a new steel sheet pile wall and concrete cap with only soil fill (see Figure 5). Reaches 3, 4, 5, 9, 11, and 13 would include construction of a new steel sheet pile wall and concrete cap with both soil fill and armor rock revetment, while Sub-reach 2B and Sub-reach 7C would include construction of new sheet pile wall and concrete cap with no soil fill or armor rock revetment (see Figure 6 and Figure 7). Proposed armor rock revetments would be sloped and would either augment an existing sloping armor rock revetment or would be overlaid over the existing revetment. Proposed armor rock revetments would abut the steel pile wall on one end and slope into the Bay on the other end. The shoreline reaches would range from 5.2 to 12.1 feet in height above the existing ground.

The sheet pile walls for these reaches would consist of preformed profiles constructed from steel that would be driven and/or vibrated into the ground by a piling crane. The profiles of each sheet would interlock to a designated pattern, forming a continuous wall, and the reinforced-concrete caps would help stabilize the top of the wall in order to keep the profiles connected and act as a continuous structure. In general, steel sheet pile walls have a shorter lifespan than concrete walls because of corrosion in the marine environment. As such, a protective coating would be applied to the proposed sheet pile wall to minimize corrosion prior to installation.

King Pile Wall

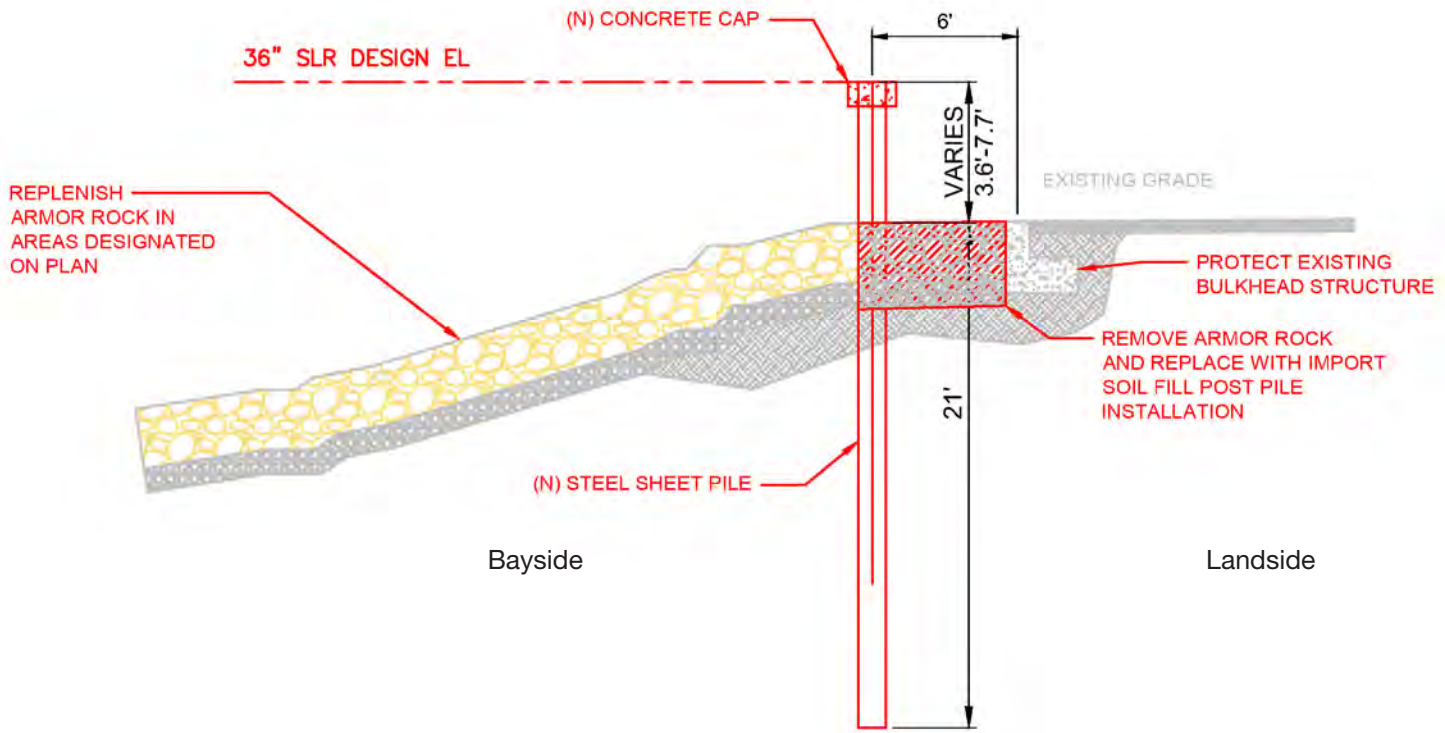
Only Sub-reaches 7A and 7B would employ steel king pile walls for shoreline protection structures (see Figure 8). King pile walls are similar in construction to sheet pile walls; however, the preformed steel sheet profiles are reinforced and supported by “I” and/or “H” beam steel sections at a designed spacing along the wall. This construction method provides greater strength to resist larger forces and allows the wall to be constructed to a greater height, thereby providing protection from higher waves. The length of the proposed king pile wall for both sub-reaches would be approximately 4,100 feet (approximately 0.75 miles) and would be composed of H-shaped steel piles with concrete caps placed at intervals with accompanying interlocking steel sheet piles placed between the H-shaped piles. The H-shaped piles are more rigid than the sheet piles and would accommodate the majority of the lateral loads caused by soil fill and wave action, with the sheet piles acting as load transferring elements. The area between the existing shoreline and proposed flood defense would be infilled with soil fill, and dredging may be required. The king pile walls would extend approximately 26 feet above the Bay floor, and the crest of the king pile walls would range from approximately 13 to 20 feet above the Bay’s typical tidal water levels, depending on the phase of the tide. Storm surge, waves, and sea-level rise would further raise water levels, thereby reducing the height of the king pile walls above the surface of the Bay.



SOURCE: AECOM, 2018

SFO Shoreline Protection Program

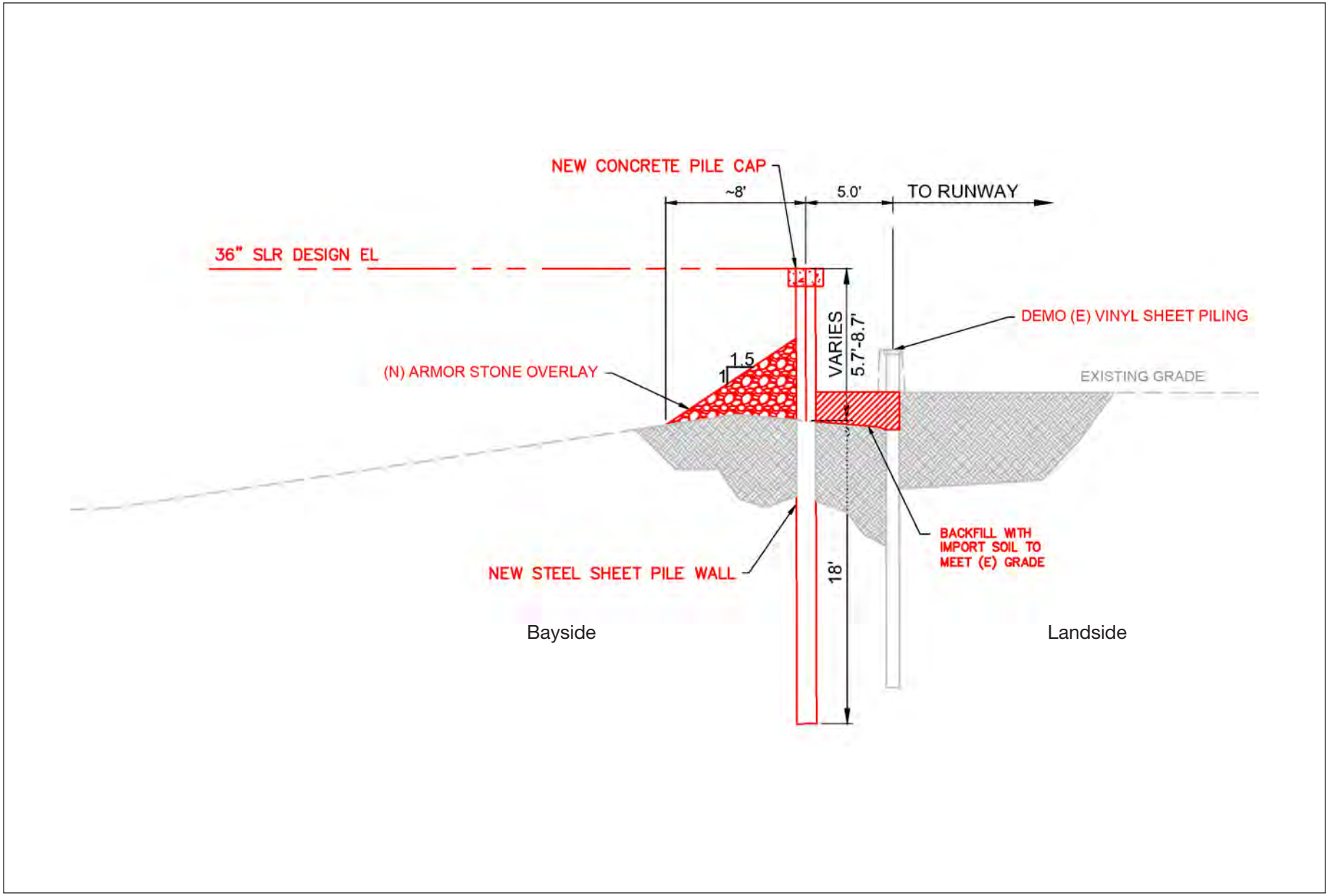
Figure 4
Typical Sheet Pile Wall With Armor Rock Revetment



SOURCE: AECOM, 2018

SFO Shoreline Protection Program

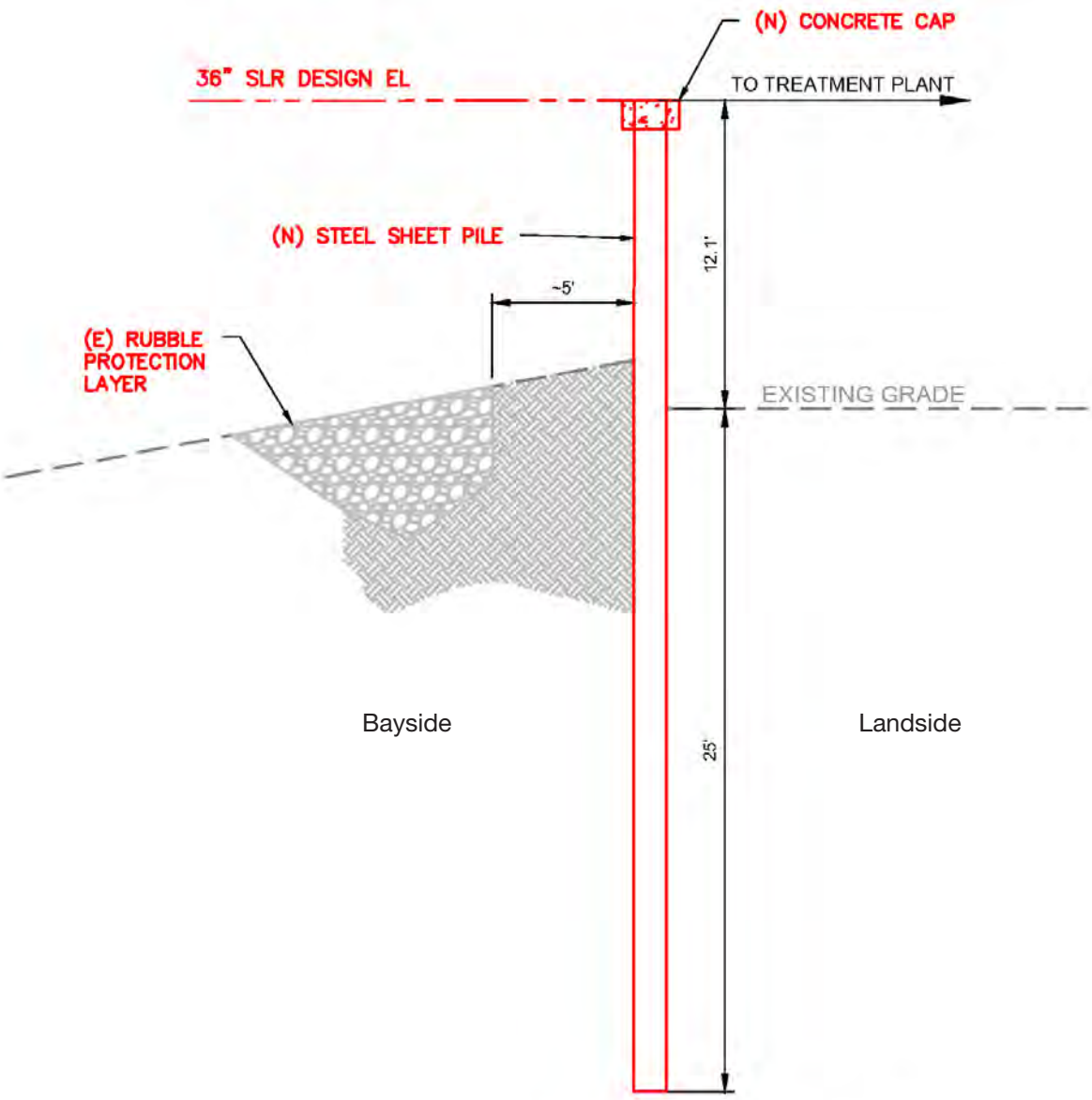
Figure 5
Typical Sheet Pile Wall With Soil Fill



SOURCE: AECOM, 2018

SFO Shoreline Protection Program

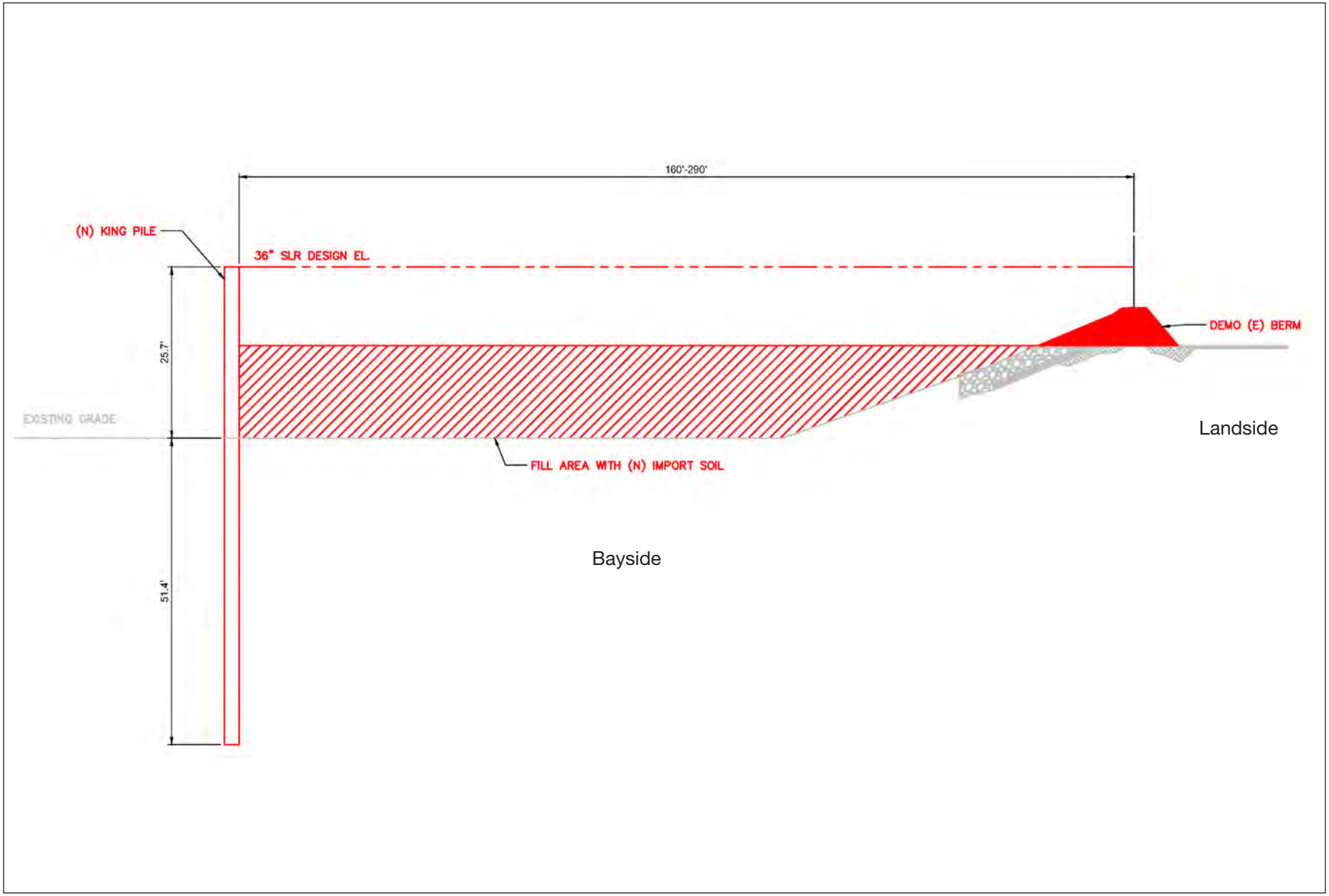
Figure 6
Typical Sheet Pile Wall With Armor Rock Revetment and Soil Fill



SOURCE: AECOM, 2018

SFO Shoreline Protection Program

Figure 7
Typical Sheet Pile Wall Only



SOURCE: AECOM, 2018

SFO Shoreline Protection Program

Figure 8
Typical Sheet King Pile Wall With Soil Fill

Stormwater Outfall Reconstruction

As part of construction of the proposed project, nine of the 10 stormwater outfalls located on Airport property would need to be raised over the height of the proposed wall to ensure their functionality in tandem with the shoreline protection program system (see Figure 2). The United Airlines North Slough outfall, which is located in the area of Reach 1, would not need to be raised. Rasing the stormwater outfalls would require cutting the outfalls on the landside of the proposed wall and installing one or two additional concrete piles in the Bay, depending on the reach, to a maximum depth of approximately 80 feet. The outfalls would then rest and extend over the proposed wall and slope down to reconnect with the outfalls on the Bay side of the shoreline protection programsystem.

Vehicle Service Road Relocation

The vehicle service road (VSR) along Sub-reach 7C, as well as Reaches 8, 9, 10, 11, 13, and 14, would be relocated to meet existing Federal Aviation Administration (FAA) Taxiway and Taxilane Object-Free Area (TOFA) standards.[19] The relocated VSRs would be shifted towards the San Francisco Bay, away from the existing taxiways to maintain a required separation distance of 193 feet per FAA design standards, and would have a new shoulder. Relocating the VSRs in conjunction with the shoreline improvements would avoid having to reconstruct the shoreline improvements under a separate project. Shifting the VSR towards the Bay would also help minimize delays to aircraft operations during the construction of the shoreline protection as construction equipment would use the VSRs. Currently, vehicles on certain sections of the VSR that are not at least 193 feet away from the taxiways must yield to passing aircraft. Moreover, building shoreline protection without shifting the VSR with a new shoulder would pose safety challenges for vehicles using the VSR. The new shoulder would allow for a margin of safety for vehicles using the VSR. The relocated VSRs would have two 12-foot lanes (one for each direction) and a 12-foot shoulder, resulting in a total width of 36 feet. The alignment of the VSRs would follow the sheet pile walls for roughly 200 feet of Sub-reach 7C and the entirety of Reaches 8, 9, 10, 11, 13, and 14. The existing VSR along those reaches would be removed and backfilled with with soil fill.

Reach 2 Roadway

A new non-publicly accessible road would be constructed along the alignment of Reach 2, east of the Mel Leong Wastewater Treatment Plant. The roadway would support fire safety capabilities for the wastewater treatment facility and allow for greater connectivity of the roadways on Airport property. Building the road in conjunction with the shoreline improvements would avoid having to reconstruct the shoreline improvements under a separate project. Furthermore, construction of the shoreline protection system for Reach 2 would require a temporary roadway along the alignment to allow access for construction equipment to build the sheet pile walls. Thus, construction of the Reach 2 shoreline protection system would facilitate the construction of a permanent roadway to support fire safety. The new roadway would connect to North Access Road, continue along the entirety of Reach 2, and connect to North Access Road again at the east end of Reach 3. In addition, a new roadway would also be constructed to connect the new roadway along Reach 2 to Clearwater Drive. The new roadways would include two lanes (one lane for each direction).

Lighting Trestle Reconstruction

In order to accommodate construction of Sub-reach 7B, the existing lighting trestle at the end of Runway 19L would be demolished, and a new lighting trestle would be constructed in the same location and at the same

[19] The *taxilane object-free area* is a clearing standard to prohibit service vehicle roads, parked aircraft, and other objects, except for objects that need to be located in the object-free area for air navigation or aircraft ground maneuvering purposes.

elevation of the proposed king pile wall. Reconstruction of the lighting trestle also would be necessary to ensure that the king pile wall would not obstruct the light plane from the approach lights, which facilitates the landing and take-off of aircraft. Additionally, the existing lighting trestle is at an elevation that would be subject to wave overtopping during a 100-year flood event.

The project proposes to remove the existing approach lights, demolish the existing lighting trestle, and remove the wood piles in the Bay that support the lighting trestle. The proposed project would install new, longer composite or plastic lumber piles in the Bay and reconstruct the lighting trestle platform, which would be approximately 8.5 feet taller than the current platform. The reinstalled approach lights would be approximately 7 feet taller than the existing approach lights. The increased height of the reinstalled approach lights would not affect aircraft operations.

Construction and Maintenance

Construction of Reaches 1 through 15 of the proposed project would begin in 2025 and is expected to be completed by 2032. The preliminary construction phasing is anticipated to begin at Reach 6 and move west towards Reach 1. Work would then commence on Reach 15, followed by Reaches 14 through 9 (in reverse numerical order). Construction of Reaches 7 and 8 is anticipated to run concurrently with the other reaches as a separate undertaking, starting shortly after Reach 6. Work is anticipated to overlap for adjacent reaches; for example, work on Reach 5 would begin prior to full completion of Reach 6 to ensure a seamless construction process. Sheet pile walls in a marine environment with even relatively low maintenance have an expected lifespan of approximately 60 years. The proposed project would be generally maintenance free for the first 10 years. After that, the sheet pile and concrete wall segments would be visually inspected every 5 years, and any damage would be repaired. With these regular maintenance activities, which would include routinely reapplying corrosion-resistant coatings roughly every 10 years and inspecting the concrete cap for cracks and repairing as necessary, it is estimated that the lifespan of the wall would extend for up to 85 years. In addition, all passive flood gates would be inspected annually for visible damage or misuse, and would be repaired as needed.

Approvals and Other Actions Required for the Shoreline Protection Program

The proposed project is subject to review and approvals by several local, regional, state, and federal agencies. Certification of the Final EIR by the San Francisco Planning Commission, which would be appealable to the San Francisco Board of Supervisors, is required before any discretionary approval or permits would be issued for the proposed project. The proposed project would require project approvals and other actions, including the following:

Federal Aviation Administration (FAA)

- Approval of updates to the Airport Layout Plan set[20] and environmental review under the National Environmental Policy Act (NEPA). As a federally obligated public use airport, SFO shall coordinate with the FAA

[20] An Airport Layout Plan (ALP) is a comprehensive set of drawings that depicts the existing physical site, planned future development, critical airspace surfaces, land ownership and rights of way. The ALP set is used by both the Airport and the FAA to guide facility development, anticipate federal budgetary needs, and assist with airspace planning. A current, FAA-approved ALP set must be maintained by all federally obligated, public use airports. The ALP submittal requirements are detailed in FAA Advisory Circular 150/5070-6, Airport Master Plans, Order 5100.38, Airport Improvement Program Handbook, and various FAA Standard Operating Procedures.

for environmental review per FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, as it pertains to NEPA.

- Approval of Form 7460-1, Notice of Proposed Construction or Alteration, to construct on the Airport, as applicable for the proposed project.

San Francisco Regional Water Quality Control Board (RWQCB)

- The Airport has a National Pollutant Discharge Elimination System (NPDES) permit, under Section 402 of the Clean Water Act, from the RWQCB and an associated Storm Water Pollution Prevention Plan (SWPPP) for the entire Airport. Prior to the construction of projects that would disturb more than 1 acre of soil, the Airport would need to obtain coverage under the State Water Resources Control Board's Construction General Permit (Order No. 2009-0009-DWQ) and prepare a site-specific SWPPP.
- Issuance of Section 401 Water Quality Certification.

San Francisco Bay Conservation and Development Commission

- Issuance of Major Permit.

United States Army Corps of Engineers

- Issuance of Section 10/404 Individual Permit.

United States Fish and Wildlife Service

- Preparation of a Biological Opinion.

National Marine Fisheries Service

- Preparation of a Biological Opinion.

California Department of Fish and Wildlife

- Issuance of an Incidental Take Permit under Section 2081(b) of the California Endangered Species Act.

San Francisco Planning Commission

- Certification of the Environmental Impact Report .

San Francisco Airport Commission

- Adoption of findings under CEQA, statement of overriding considerations (if applicable), and a mitigation monitoring and reporting program.
- Adoption of public trust doctrine findings.
- Determination to proceed with the project.
- Approval to issue design and construction bids and contracts.

San Francisco International Airport Building Inspection and Code Enforcement (BICE)

- Review and approval of demolition, grading, and building permits. All plans, specifications, calculations, and methods of construction shall meet the code requirements found in the California Uniform Building Code and

SFO standards in accordance with the Airport Building Regulations (Appendix F of the SFO Rules and Regulations).

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. As such, the San Francisco Planning Department will prepare an initial study (IS) and EIR to evaluate the physical environmental effects of the proposed project. As required by CEQA, the EIR will further examine those issues identified in the IS to have potentially significant effects, identify mitigation measures, analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels, and identify alternatives to the proposed project that would reduce those impacts. The IS will be published as an appendix to the draft EIR and will be considered part of the EIR. Every reach for the proposed project will be analyzed at a project-level in the EIR, with the exception of Reach 16, which will be analyzed at a programmatic level. Thus, the EIR for the proposed project will consider Reach 16 as a subsequent activity that would be evaluated when a specific project for that reach is proposed.

The EIR (including the IS) will be prepared in compliance with CEQA (California Public Resources Code, sections 21000 et seq.), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process. The EIR will disclose any physical environmental effects of the proposed Shoreline Protection Program and identify possible ways of reducing or avoiding potentially significant impacts.

The EIR will evaluate the environmental impacts of the proposed project resulting from construction and operation activities, and will propose mitigation measures to reduce or avoid impacts determined to be significant. The EIR will also identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other past, present, and reasonably foreseeable future projects. The EIR will address all environmental topics in the planning department's CEQA environmental checklist, including the following environmental topics:

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

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed project that would reduce or avoid one or more of the significant impacts of the project while still meeting most of the project objectives. Alternatives to be considered include a No Project Alternative, as described in CEQA Guidelines section 15126.6, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented. Other alternatives will be evaluated as necessary, depending on the results of the impact analyses of the various environmental topics listed above. The EIR will also include a discussion of topics required by CEQA, including significant unavoidable impacts and significant irreversible impacts, any known controversy associated with the project and its environmental effects, and issues to be resolved by decision-makers. The EIR will fully analyze the proposed project at a sufficient level of detail such that the proposed project or any of the alternatives would be available for selection by the decision-makers and the project sponsors as part of the project approval actions.

Finding

This project could have a significant effect on the environment and a focused EIR will be prepared. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Public Scoping Meeting

Pursuant to California Public Resources Code 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. You may participate in the first public process concerning the project's environmental effects by attending a video or teleconference public scoping meeting on Wednesday, December 9, at 5 p.m. The planning department will hold the meeting using an online platform. You can join the meeting via the online platform link found on the department's webpage, www.sfplanning.org/sfceqadocs; or via phone, using the following phone number: 833 548 0282 (Toll Free); meeting ID: 831 0306 4931. To request assistance in additional languages, please contact candace.soohoo@sfgov.org or 628.652.7550 at least 72 hours in advance of the meeting to ensure availability. Written comments will also be accepted at this meeting and until 5 p.m. on December 28, 2020. Written comments should be sent to Michael Li, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California 94103; or emailed to michael.j.li@sfgov.org. If you have questions or comments concerning this notice, contact Michael Li at michael.j.li@sfgov.org or 628.652.7538 by December 28, 2020.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, contact Michael Li at 628.652.7538.

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning 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.

Anyone receiving this notice is encouraged to pass on this information to others who may have an interest in the project.

November 25, 2020
Date

Lisa Gibson
Environmental Review Officer