San Francisco Planning
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San Francisco, CA 94103
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PUBLIC NOTICE

# NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

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| *Date*: | May 31, 2023 |
| *Project Title:* | **Islais Creek Bridge Project** |
| *Case No.*: | 2022-000112ENV |
| *Zoning District(s)*: | Production, Distribution, Repair (PDR-2)/Heavy Industrial (M-2) |
| *Block/Lot No.*: | N/A |
| *Neighborhood*: | Bayview |
| *Project Sponsor:* | San Francisco Public Works<br>Thomas Roitman - 628.271.2404 |
| *Lead Agency:* | San Francisco Planning Department |
| *Staff Contact:* | Elizabeth White - 628.652.7557<br>CPC.IslaisCreekBridgeProject@sfgov.org |

## Introduction

The San Francisco Planning Department has prepared this notice of preparation (NOP) of an environmental impact report (EIR) in connection with the Islais Creek Bridge Project. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify ways to minimize the project's significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The planning department is issuing this NOP to inform the public, and responsible and interested agencies about the proposed project and the intent to prepare an EIR; and to solicit comments on the scope of the EIR. This notice also identifies environmental issues anticipated to be analyzed in the EIR. The comments received during the public scoping process will be considered during preparation of the EIR for this project.

This notice is available for public review on the San Francisco Planning Department's website at sfplanning.org/sfceqadocs, and at the San Francisco Permit Center's document viewing room on the second floor of 49 South Van Ness Avenue, San Francisco, CA 94103.

## Project Overview and Location

The City and County of San Francisco is proposing to replace the Islais Creek Bridge (officially named the Levon Hagop Nishkian Bridge) along Third Street in San Francisco; San Francisco Public Works (public works) will construct the project. The existing Islais Creek Bridge is structurally deteriorated and seismically deficient. The proposed replacement bridge would meet current structural and seismic standards, and would be resilient to predicted sea-level-rise impacts up to the year 2100. The existing drawbridge would be replaced with a fixed bridge, and passage under the bridge to Islais Creek channel west of the new bridge would be limited to small personal craft such as canoes, kayaks, and rowboats. The existing drawbridge has not been used for large ships for approximately 50 years (since 1974). With the exception of a new pedestrian/bicycle path, the project would not change the existing lane configuration of the bridge. The new bridge would accommodate a center 26-foot-wide dedicated light-rail transit (light rail) tracks, two 11-foot travel lanes in each direction, a 12-foot-wide Class I shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge. Future projects (not associated with the Islais Creek Bridge Project) may connect the bicycle/pedestrian path on the western side of the bridge to planned access along the Islais Creek shoreline, and more directly to the citywide bicycle network.

Land uses in the project area are a mix of commercial and industrial. There is a San Francisco Municipal Transportation Agency (SFMTA, or Muni) bus facility northwest of the bridge, San Francisco Fire Department – Station No. 25 to the southeast of the bridge, and a concrete batch plant and Port of San Francisco uses east of the bridge. There are light industrial and additional Port of San Francisco uses northeast of the bridge. Several wastewater treatment system assets are situated along Islais Creek Channel (the channel). The San Francisco Public Utilities Commission (SFPUC) outfall from the Southeast Treatment Plant and the Booster Pump Station are southwest of the bridge. The outfall pipes run below the creek adjacent to the bridge (below the channel) and along the northern side of the channel to the bay.

The Islais Creek Bridge is on Third Street over the Islais Creek channel in San Francisco's Bayview neighborhood (Figure 1). The bridge is approximately 1,700 feet east of Interstate 280, and approximately 3,300 feet west of San Francisco Bay (the bay). Various parks and open spaces are within a quarter mile of the project site, including the Bayview Gateway (which includes the Rosa Parks Skate Plaza), Tulare Park, and the Islais Creek Park. Third Street is a major arterial,[1] connecting the downtown area to the industrial area of the southern San Francisco waterfront. The channel is a dredged, channelized, tidal body of water with predominantly armored shorelines. The channel extends from the bay to the site of the former outfall of the culverted and buried Islais Creek. The project area is underlain by artificial fill over Young Bay Mud deposits to a depth of 60 feet. The channel is a navigable waterway regulated by the United States Coast Guard (Coast Guard). The channel receives relatively little freshwater input and is essentially an extension of the bay.

[1] The San Francisco General Plan designates Third Street as a Major Arterial in the Congestion Management Program Network, and as part of the Metropolitan Transportation System Network. Third Street is also designated as a Transit Preferential Street (Transit Important) Street, a Citywide Pedestrian Network Street, a Neighborhood Commercial Pedestrian Street, and a designated Freight Traffic Route.

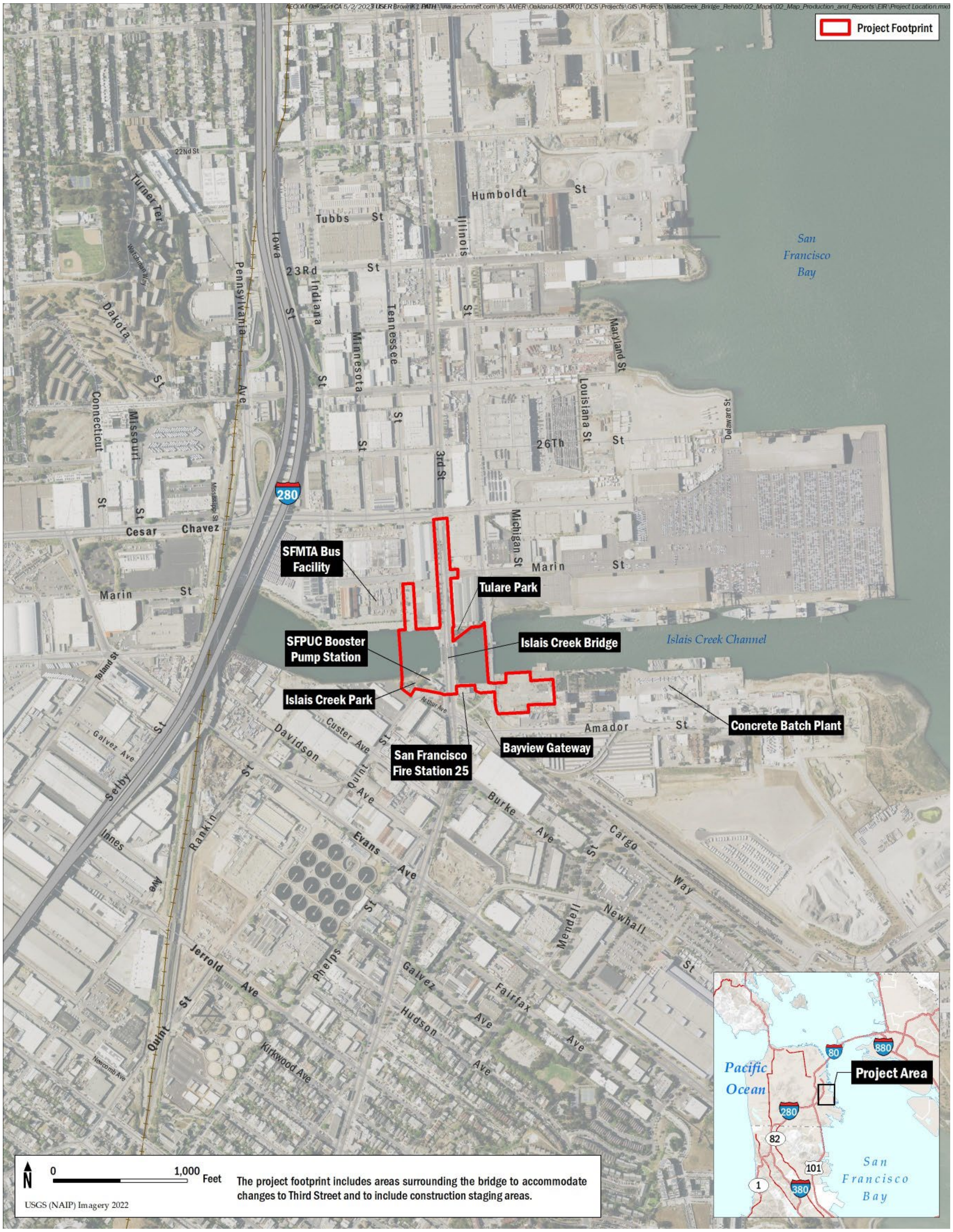


Figure 1 Project Location

## Existing Bridge

Constructed in 1949, the existing drawbridge (Figure 2) is made up of two separate sections that open in the middle, allowing boats access to the upper approximately 1,500 feet segment of the Islais Creek channel to the west of the bridge. Both bridge sections sit on separate concrete foundations called abutments with one abutment on each side of the channel. Each of the two bridge sections consists of three through-girders. A girder is a horizontal, steel support beam that acts as the primary support for a bridge. The through-girders protrude both above and below the open-grid steel decking. An open-steel grating extends between the girders, supporting Third Street. The existing bridge deck is approximately 114 feet long and approximately 100 feet wide.

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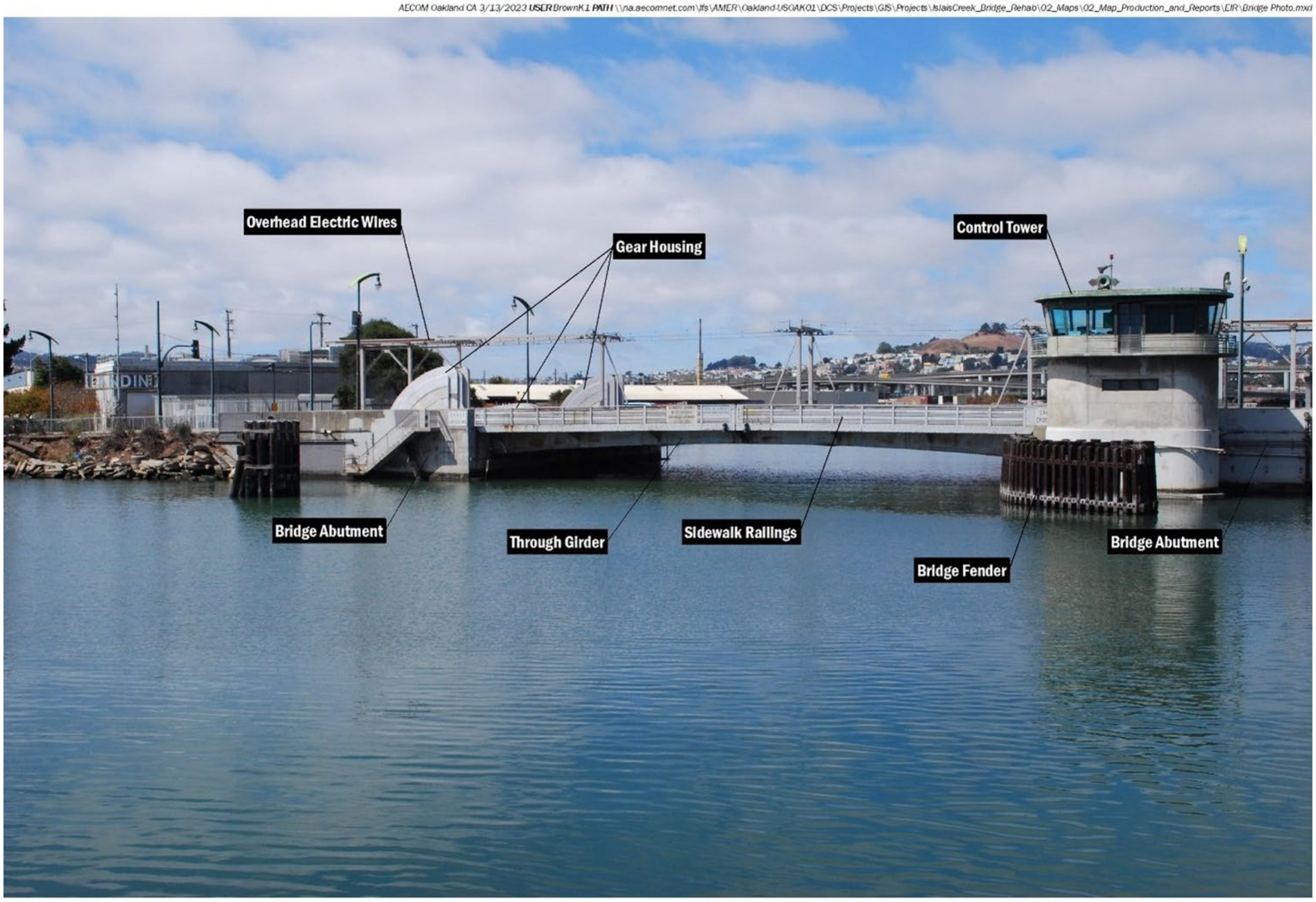


Figure 2 Islais Creek Bridge East Elevation

As originally designed in 1949, the bridge carried only vehicular traffic and pedestrians. In 2007, SFMTA retrofitted the bridge to carry two light rail tracks, with overhead electric wires and poles to provide power to light rail vehicles. The retrofit added five 48-inch cast-in-steel-shell piles at each abutment. The existing bridge now carries four lanes of vehicle traffic, two Muni light rail tracks, and two sidewalks. Light rail vehicles must slow to pass through the horizontal alignment reverse curve[2] at the bridge approaches, and as vehicles cross the gaps in the rails where the two bridge halves meet. The deteriorated condition of the bridge makes the bridge deck

[2] The Islais Bridge Creek reverse curve is Muni's light rail track curving to move the track alignment to avoid the bridge's center girder.

susceptible to vibration, which is created by heavy vehicles, trucks, and light rail vehicles crossing the bridge. The sidewalks and bridge deck are open-steel grates that discharge stormwater directly to the channel. Because it is a drawbridge, the bridge carries no utility connections across the channel.

The bridge control tower that houses the operator's controls is on the northeastern side and immediately adjacent to the bridge. The tower consists of two elevated concrete floors, a basement level, and a steel-and-wood roof supported by steel pipe columns.

In 2004, the California Department of Transportation (Caltrans) conducted an evaluation of the bridge's historic significance. It was determined that the bridge was significant as an example of Art Moderne-style applied to a bridge.[3] These features make the bridge eligible for the National Register of Historic Places for its distinctive design qualities.

## Project Sponsor's Objectives

Project objectives define the project's intent, explain the project's underlying purpose, and facilitate the formation of project alternatives evaluated in the draft EIR. As the project sponsor, public works seeks to achieve the following objectives:

- Increase distance between the bridge's lowest point and existing channel's water elevation to the maximum extent practicable. This will extend the useful life of the bridge by improving the bridge's resilience to the impacts of sea-level rise, avoiding the current recurring submersion of the bridge underdeck and flooding of the machine rooms, and reducing the bridge's exposure to seawater and sustained moisture.

- Address the existing bridge's seismic deficiencies by replacing it with a new bridge that is seismically adequate.

- Minimize the project's construction times to the maximum practicable to reduce impacts to Bayview Hunters Point residents. The Bayview Hunters point neighborhood has substantially larger percentage of Black/African American and Latinx residents when compared to the San Francisco as a whole and the per capita income is less than half of the City average.[4] The road and trackway over the bridge provides a vital connection between the San Francisco's downtown and Mission Bay areas and Bayview Hunters Point, who would disproportionately experience transit delays and detours during project construction.

- Increase the serviceability of the bridge to improve multi-modal transportation safety and increase operational utility to Muni light rail operations.

- Maintain current geometric, construction, and structural standards required for the types and volume of projected traffic on the bridge over its design life[5] to ensure continued access from the Bayview Hunters

[3] Caltrans, Department of Parks and Recreation Primary Record. Third Street Bridge over Islais Creek, June 2004.
[4] San Francisco Neighborhoods Socio-Economic Profiles: American Community Survey 2012–2016. San Francisco Planning Department, September 2018.
[5] Structural engineers estimate the loads the bridge needs to carry over its "service life", which is the length of time the bridge is expected to be in service without rehabilitation, or significant repair, and with only routine maintenance. The engineers then design the bridge structure to be robust enough to be able to meet that projected load-bearing requirement over that time period, which sets the bridge's "design life". A national design-life standard of 75 years for a bridge is based on the *AASHTO* (The American Association of State Highway and Transportation Officials) *Load and Resistance Factor Design Bridge Design Specifications*. In this way, the bridge is designed so that the design life meets the expected service life.

point neighborhood to the rest of the City and the region. This is intended to ensure that the bridge is operationally and structurally adequate for its entire design life.

- Provide a bicycle facility as part of the proposed project that could eventually be incorporated into City bicycle route planning.

## Project Description

### Bridge

The proposed project would involve the demolition and removal of the existing bridge deck, including all electrical equipment and drive machinery needed to open the drawbridge. These features would be replaced with a new 115-foot-long, 114-foot-wide, single-span precast/prestressed concrete through-girder bridge featuring a concrete deck with a cast-in-place, reinforced-concrete topping. The bottom and top of deck elevation for the existing bridge is approximately 10 feet and 15.6 feet, respectively. The Islais Creek Bridge Project would increase this elevation and achieve a bottom of bridge minimum elevation of 15.2 feet and a top of deck minimum elevation of 18.6 feet (see Figure 3). The new bridge would accommodate a center 26-foot-wide dedicated light rail trackway, two 11-foot-wide travel lanes in each direction, a 12-foot-wide Class I pedestrian path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge (Figure 4 and Figure 5). The pedestrian/bicycle paths would be cantilevered off the exterior girders and would include a steel pedestrian/bicycle railing.

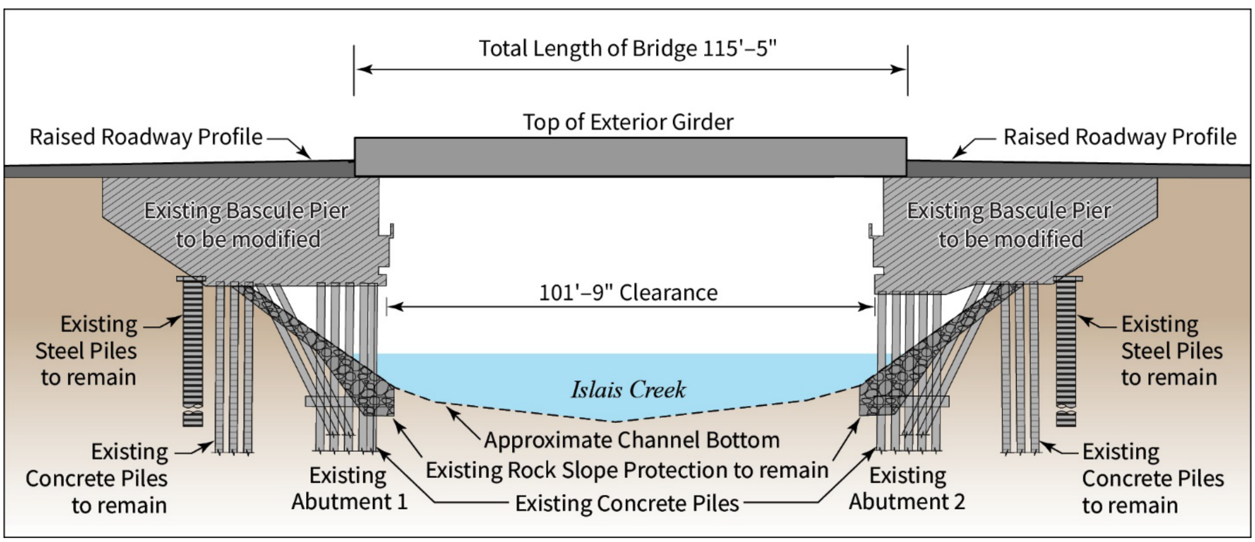


Figure 3 Proposed Bridge Longitudinal Section

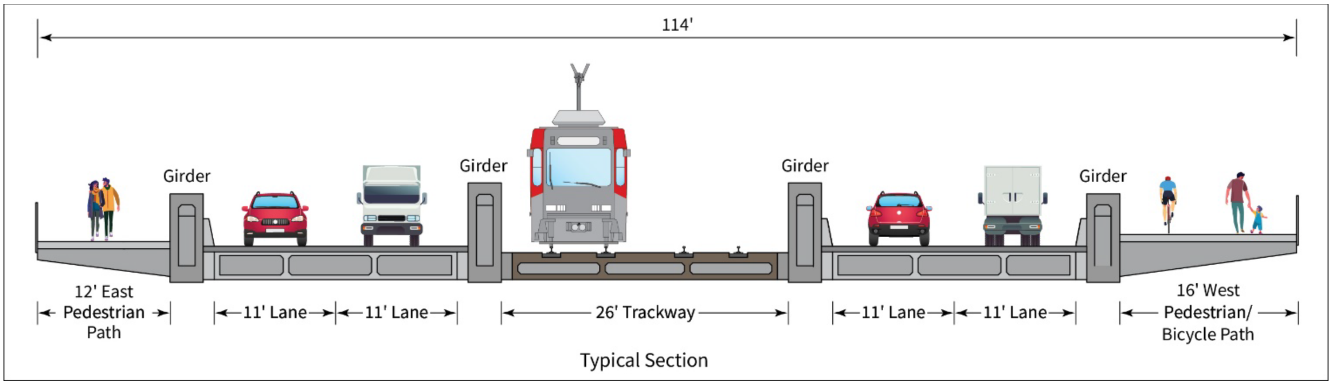


Figure 4 Proposed Bridge Cross Section

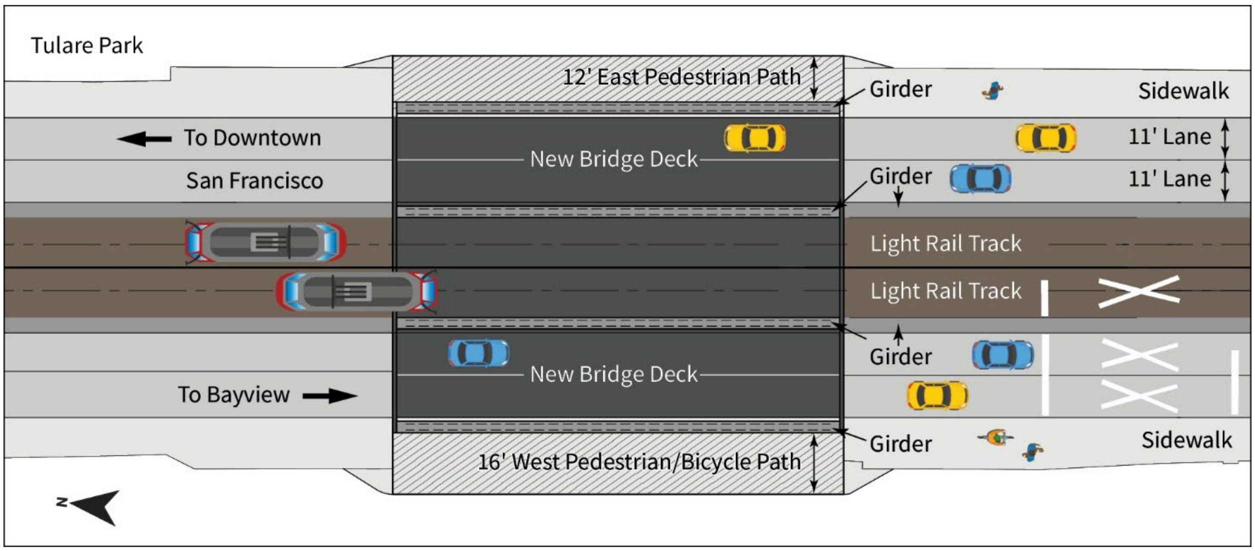


Figure 5 Proposed Bridge Plan View

The structure would consist of four through-girders. As shown in Figure 4, "through-girder" refers to a bridge type in which girders protrude above the deck and traffic passes between them. The two exterior girders would support the combined pedestrian/bicycle path and half of the vehicle lanes, and the interior girders would support the other half of the vehicle lanes and the light rail trackway. Approximately 4 feet of the overall girder depth would be below the deck surface, with approximately 5 feet (exterior, facing the sidewalks) and approximately 6 feet (interior, facing the roadway) above the deck surface. The portions of the girders above the deck surface would serve as barriers between the trackway, Third Street, and the pedestrian/bicycle paths.

The configuration of the bridge, Third Street, and the sidewalk would be maintained; however, the light rail alignment would be modified to eliminate the existing reverse curves required to accommodate the center girder of the existing bridge. As described above, the new bridge's bottom and top of deck would be approximately 5.2 feet and 3 feet higher, respectively, than the existing bridge, thus accommodating future sea-level rise within the city's existing right of way constraints. Replacing the bridge at its current location would not require the acquisition of new right-of-way from adjacent parcels. Third Street and the pedestrian/bicycle paths would be raised to match the profile of the reconstructed light rail tracks. The reconstruction would extend approximately 200 feet to the north of the existing bridge superstructure and 250 feet to the south of the existing bridge superstructure. Sidewalks would be constructed 6 inches above Third Street. Minor adjustments would be made to the elevation of existing driveways and drainage catch basins in the changed approach grades along Third Street.

### Trackway

The light rail trackway would be constructed in the median of Third Street between the existing light rail station (Marin Street) north of the bridge and the freight rail crossing near Cargo Way south of the bridge. Once the rails have been installed, they would be embedded in concrete up to the top of the rails. The track centerline spacing would vary from 12 feet at the northern end to 12.5 feet at the southern end. A 6-inch-high concrete curb would be placed along the edges of the trackway to prevent motor vehicles from entering the trackway. The curb would be discontinued near the existing fire station to allow emergency vehicles to cross the tracks. On the bridge, the through-girders would provide separation between the driving lanes and the rail tracks.

### Bridge Abutments

The movable components of the existing drawbridge structure would be removed as part of the proposed project. Once the demolition of the bridge deck and supporting mechanical components is complete, the existing abutments would be modified to create the space necessary to support the new concrete girders and deck elements. An additional reinforced-concrete structure would be added to the existing abutments to support the new bridge at a higher elevation.

New pilings may be added to the existing abutments to support any increase in the weight of the bridge structure. If needed, pilings would be installed through the bottom of the existing abutments. The pilings would be constructed so as not to encroach into the channel. No impact-pile driving is proposed as part of the Islais Creek Bridge Project; piles to support the existing abutments would consist of either cast-in-drilled-hole reinforced-concrete or pipe piling, drilled to the appropriate foundation depth.

### Lighting and Electrical

The existing streetlights would be removed and reinstalled on new foundations that would be placed in the new sidewalks as part of the project. The streetlight poles would also support the new overhead electric wires, which would supply electrical power to the light rail vehicles. On the bridge structure, new streetlight poles may be affixed to the through-girders. Any new or replacement lighting would comply with existing regulations and citywide policies to ensure that spillover light would be minimized.

### Drainage

In comparison to the existing bridge, the new bridge would increase the area that drains to the combined sewer-and-storm-drain system within the project limits by approximately 0.25 acre. The project would not convert any permeable surface to impermeable surface. The reconstructed trackway and Third Street would be designed to convey stormwater runoff to the curb and gutters along the edge of Third Street, and then to new stormwater collection drains at the bridge approaches. These would be constructed to accommodate the raised Third Street profile. These drains would be connected to the existing combined sewer/stormwater system by new lines to the nearest manholes, which in turn connect to lines of adequate capacity to the north and south of the bridge. The closest manhole to the south is within the footprint of project construction. To the north, the nearest appropriate manhole is in the intersection with Marin Street. Currently, there is a sewer line running approximately 415 feet under Third Street from Arthur Avenue to Marin Street. The project would either replace the clay pipe with a new larger-diameter line, or provide a second supplemental line. Construction would also include connecting laterals to the existing sewer line. Final design would depend on a hydraulic analysis that would be conducted as part of the project's detailed engineering design phase.

### Fender Pile System

The existing bridge fender system on both sides of the navigable waterway beneath the bridge is in poor condition; in some areas, it exhibits extensive deterioration, with extensive loss of material in the tidal zone (Figure 6).[6] Most of the timber in the fender system is degraded to such an extent that it is nonfunctional. The project would remove the remaining existing fender piles, which would be cut just below the mudline. No new fenders would be installed.

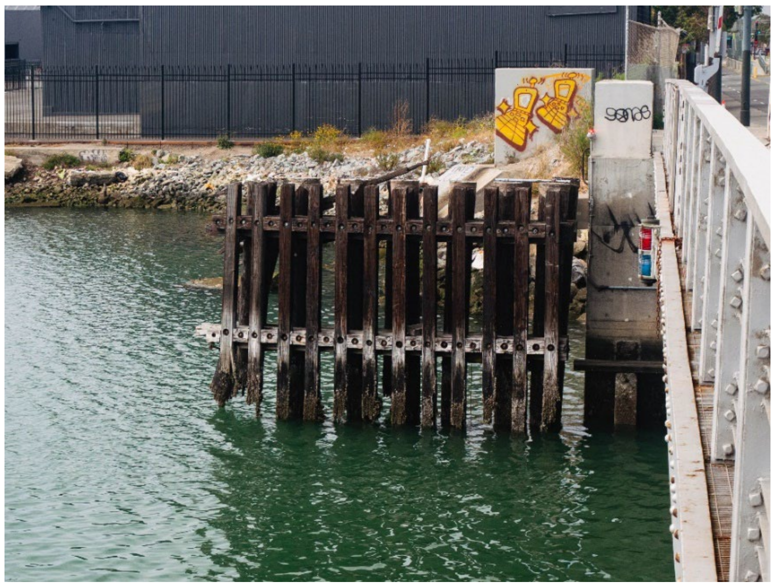

Figure 6 Existing Damaged Fender Piles

### Control Tower

The upper portion of the control tower would be demolished down to the sidewalk level. The remaining portion would then be rehabilitated to create a public observation platform, with access from the reconstructed sidewalk adjacent to the bridge abutment. The existing concrete piling supporting the remaining tower would be rehabilitated in place to restore the structural integrity of the piles and to add corrosion protection. The pile rehabilitation work would be completed by a team of divers, and no new pilings are anticipated.

## Project Construction

Construction is estimated to last approximately 24 months and is assumed to begin no sooner than spring 2025. Construction is anticipated to use typical 8-hour work shifts during daylight hours. Nighttime and weekend construction is not anticipated. The project involves the demolition and removal of the existing bridge deck, including all electrical equipment and drive machinery needed to open the drawbridge. Because Third Street, the sidewalks, and track profiles are being raised above the existing road, project-related soil excavation would

[6] A bridge fender is a group of connected piles in the channel that acts to cushion the impact to the bridge if struck by a ship.

be limited to the ends of the bridge, where the raised area tapers down to the existing Third Street. There would also be localized trenching for new catch basin connections to the existing combined sewer/stormwater system, and trenching for electrical conduits. Excavation depths would range from 15 feet to tie into the combined sewer/stormwater system; 5 feet behind the existing abutments; and up to 80 feet below the floor of the existing abutment if cast-in-drilled-hole or cast-in-steel-shell piles are necessary.

**Temporary Traffic and Transit Rerouting Plan**

Bridge closure is expected for approximately 24-months. Throughout the construction duration, there would be no access for vehicles, light rail, or pedestrians to the project area. Detours would be established to reroute traffic around the construction site. In addition, as a temporary measure during construction, buses would be used to replace existing light rail service in the project area along Third Street south of the bridge. The temporary bus substitute would be planned in close coordination with SFMTA and emergency service providers. A traffic management plan would be established, which would include a temporary detour plan. The plan would prescribe detour routes for vehicles as well as bicyclists and pedestrians. Local driveway access would be provided to owners within the detour envelope on Third Street. All construction activity and staging in the waterway would be coordinated with the Coast Guard to minimize potential impacts to marine traffic.

During construction, access to the adjacent parks and recreational resources described above would be temporarily limited from Third Street. Throughout the construction period, access to these parks would be available from other access points along Illinois Street, Cargo Way, and Quint Street. Signs would be posted directing park users to these access points. Existing access points from Third Street would be fully restored after project completion.

**Construction Access and Staging**

The through-girders for the new bridge would be constructed off site, barged to the project site, and placed into position with the use of both barge-mounted cranes and cranes on the Third Street approach, adjacent to the modified abutments. Temporary supports would be installed on the girders prior to setting them in place. The new bridge deck would be made up of precast/prestressed concrete modules placed between the through-girders. Third Street and the shared use path would be topped with a cast-in-place, reinforced-concrete deck; the rail in the trackway would be supported on cast-in-place, reinforced-concrete supports. Debris containment systems would be used for work over water to prevent airborne or falling debris from entering the Islais Creek channel.

Construction access to the project site would be via Third Street and the channel. As shown in Figure 1, the project limits include areas along Third Street north and south of the bridge. This accommodates the connection of the new light rail track to the existing track, and to the connections to the combined sewer/stormwater system at the Third Street/Marin Street intersection north of the bridge and 250 feet south of the bridge. It is anticipated that the contractor would use this area for staging equipment and materials during the demolition of the existing bridge components and the construction of the replacement bridge. Although temporary construction easements may be required immediately adjacent to the bridge, no new permanent right-of-way would be required for the project. No vegetation would be removed during or after construction.

In addition to staging areas on the bridge approaches and anchored barges, three potential offsite construction staging area options have been identified (Figure 7). Site 1 has an area of approximately 2.5 acres and is east of the project site along Illinois Street on the southern side of the channel (500 feet east of the project site). The other two sites (Site 2, approximately 20 acres; and Site 3, approximately 22 acres) are 0.75 mile southeast of the project site to the east in the Hunters Point area along Amador Street near Piers 94 and 96. These three sites are owned by the Port of San Francisco; they are currently used for Port-related storage, transport, and other industrial purposes. One of these staging areas may be selected by the construction contractor and could be used to stage and store materials, equipment, and construction vehicles. All construction staging areas would be on existing asphalt or concrete surfaces.


Figure 7 Potential Staging Area Options for Islais Creek Bridge Project

## Construction Work Crew

It is anticipated that the total number of workers active on the site at a given time would vary from 10 to 40 individuals, with an average of 20 workers over the 24-month construction duration.

## Anticipated Construction Work in the Islais Creek Channel

No additional abutment elements would be constructed in the channel. The existing abutments would be modified to support the new bridge girders and deck, and to accommodate all modes of traffic without requiring construction in the channel. If the weight of the new bridge is significantly greater than the weight of the components of the existing bridge, additional pilings would be added beneath the abutments.

Removal of the existing bridge deck and mechanical and electrical equipment would be performed from behind the abutments and from barges in the channel. Once the existing bridge is removed, the existing fenders and piling would be cut off just below the mudline, removed from the site, and disposed of in a manner consistent with regulatory requirements.

Barges would also be used during the construction of the new bridge. However, the construction would not result in the placement of permanent fill in the channel, except for minor navigational aids that would be occupy less space than the existing navigational aids that would be removed.[7]

Four new navigational dolphins would be installed in the channel (two west of the bridge and two east of the bridge) to designate the passageway for vessels traveling under the new bridge.[8] Each dolphin would consist of four 12-inch-diameter fiber-reinforced polymer or high-density polyethylene piles lashed together above the water line. Each of the 16 piles would be driven using vibratory methods to minimize disturbance to the channel and potential impacts to aquatic resources.

### Project Site Restoration and Cleanup

All construction-related materials would be removed after completion of construction activities. Temporary staging areas would be cleaned up, and any remaining concrete or asphalt would be removed and hauled to an appropriate waste disposal facility.

## Required Project Approvals

The proposed project is subject to review and approval by several local, regional, state, and federal agencies. Certification of the Final EIR by the planning commission is required before any discretionary approval or permits may be issued for the proposed project. The proposed project would require the project approvals and other actions listed in the following paragraphs.

### Federal Agencies

- USCG: Rivers and Harbors Act Section 9 approval
- United States Army Corps of Engineers: Clean Water Act Section 404 permit for filling or dredging of waters of the United States
- National Marine Fisheries Service: informal consultation pursuant to Section 7 of the Endangered Species Act and Section 305(b) of the Magnuson–Stevens Fishery Conservation and Management Act; authorization to incidentally harass marine mammals pursuant to the Marine Mammal Protection Act
- Federal Highway Administration delegated to California State Department of Transportation: National Environmental Protection Act – Finding of No Significant Impact

### State Agencies

- State of California, San Francisco Bay Regional Water Quality Control Board: Clean Water Act Section 401
- San Francisco Bay Conservation and Development Commission (BCDC): BCDC permit

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[7] The Bay Conservation and Development Commission (BCDC), a California state entity whose jurisdictional area includes the project area, defines bay fill as including pile-supported and cantilevered structures. For BCDC purposes, the project would introduce 1,710 square feet of fill due to the increase in shadow caused by the widening to accommodate the 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge.

[8] A “navigational dolphin” is a group of pilings placed together that will serve as aides to guide navigation for boats and other vessels.

- Caltrans: type selection review

**Local Agencies**

- SFMTA: encroachment permit or memorandum of understanding
- Port of San Francisco: encroachment permit or memorandum of understanding
- SFPUC: Facility permit for new stormwater tie-in
- San Francisco Planning Commission: certification of the EIR

## Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. Therefore, the planning department will prepare an initial study (IS) and EIR to evaluate the physical environmental effects of the proposed project. As required by the California Environmental Quality Act (CEQA), the EIR will further examine those issues identified in the IS as having 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.

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 Islais Creek Bridge Project 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 operational 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 (including the IS) will address all environmental topics in the planning department's CEQA environmental checklist:

- 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

## Finding

This project may have a significant effect on the environment, and an EIR will be prepared. This determination is based on the criteria of the state CEQA Guidelines, sections 15063 (Initial Study), 15064 (Determining Significant

Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental impacts of the proposed project, and identify possible ways to minimize the significant impacts. The EIR also describes and analyzes possible alternatives to the proposed project. The EIR will also discuss 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.

Preparation of an NOP or EIR does not indicate a decision by the City and County of San Francisco to approve or to disapprove a proposed project. However, prior to making any such decision, the decision-makers must review and consider the information contained in the EIR.

## Public Scoping Comments

The department welcomes your comments concerning the potential environmental effects of this project. Written comments will be accepted until 5 p.m. on June 30, 2023. Written comments should be sent to Elizabeth White, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.IslaisCreekBridgeProject@sfgov.org and should reference the project title and case number on the front of this notice.

State Agencies: If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that are 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 the environmental review of the proposed project, please contact Elizabeth White at 628.652.7557 or CPC.IslaisCreekBridgeProject@sfgov.org.

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 verbal communications, including submitted personal contact information, may be made available to the public for inspection and copying on request, and may appear on the department's website or in other public documents.

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the project.

Lisa Gibson ______________________________ May 30, 2023 ____________________

By Lisa Gibson Date

Environmental Review Officer

cc: Thomas Roitman, San Francisco Public Works
Boris Deunert, San Francisco Public Works
Oliver Iberien, San Francisco Public Works
Shamann Walton, District 10 Supervisor