

ZACKS, FREEDMAN & PATTERSON
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BY 

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
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August 31, 2017

VIA HAND DELIVERY AND EMAIL

President London Breed
c/o Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Re: Appeal of CEQA Mitigated Negative Declaration
Planning Case No. 2013.1383ENV
Building Permit Application Nos. 2013.12.16.4318 and 2013.12.16.4322
3516 and 3526 Folsom Street ("Project Site")

Dear President Breed and Honorable Members of the Board of Supervisors:

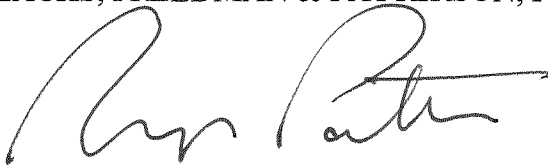
Please find the following documents enclosed:

Exhibit

- M. Materials from Board File No. 160676 (first Categorical Exemption appeal)
- N. Materials from Board File No. 161278 (second Categorical Exemption appeal)

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson
Attorneys for Herb Felsenfeld and Gail Newman

ZACKS, FREEDMAN & PATTERSON

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2016 NOV 14 PM 2:47

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November 14, 2016

VIA HAND DELIVERY

President London Breed
c/o Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383ENV
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear President Breed and Honorable Members of the Board of Supervisors:

This letter is written on behalf of neighbors of the proposed project at 3516-3526 Folsom Street (BPA Nos. 2013.12.16.4318 & 2013.12.16.4322, the "Project"). The appellants—Bernal Heights South Slope Organization, Bernal Safe & Livable, Neighbors Against the Upper Folsom Street Extension, Gail Newman, and Marilyn Waterman oppose the above-captioned Project, *inter alia*, on the grounds that the Project's Categorical Exemption determination ("CatEx," Exhibit A) violates the California Environmental Quality Act ("CEQA").

We appealed the previous CatEx for this Project in June of 2016, and the Planning Department took the unprecedented step of rescinding the CatEx prior to the Board's hearing on our appeal. While we appreciate the Planning Department acknowledging the inadequacy of the previous CatEx, this new CatEx is still inadequate and legally erroneous for the same reasons.

Pursuant to San Francisco Administrative Code Section 31.16, Appellants hereby appeal the July 8, 2016 CatEx determination. The appeal is supported by the SF Sierra Club, the Bernal Heights Democratic Club, the Bernal Heights Neighborhood Center, Bernal Heights South Slope Organization, Bernal Heights neighborhood associations, and hundreds of San Francisco residents.

The following documents are attached:

1. A copy of the CatEx determination dated 7/8/16
2. A copy of the Discretionary Review (DR) Action Memo dated 10/13/16, which constitutes the approval action for this Project

3. The Application to Request a Board of Supervisors Appeal Fee Waiver
4. A check in the amount of \$578 payable to the San Francisco Planning Department

A copy of this letter of appeal will be concurrently submitted to the Environmental Review Officer.

PROJECT DESCRIPTION

On its face, the Project looks innocuous enough: the construction of two single-family homes and an extension of Folsom Street and utilities to service them. However, the street extension would be built on an extraordinarily steep slope (even by San Francisco standards). Moreover, a uniquely dangerous PG&E gas transmission trunk line runs directly underneath.

The Project site is the only High Consequence Area in San Francisco where a vintage, 26-inch PG&E Gas Transmission Pipeline is unprotected by asphalt for 125 feet—buried in “variable topography” terrain. It runs up a sharply pitched hillside in a residential area before it re-enters paved street-cover on Bernal Heights Boulevard.¹

UC Berkeley Professor Emeritus Robert Bea—a pipeline safety expert with UC Berkeley’s Center for Catastrophic Management, who testified in PG&E’s San Bruno trial—states the concern surrounding this particular Bernal Heights location of an aging transmission pipeline “is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.” To wit, in 1989 the San Francisco Department of Public Works replied to an inquiry about this open space area, stating, “It was too dangerous to ever develop.”

Additionally, the Project site’s proposed street is located at a blind intersection that serves as the only viable access point for emergency vehicles to reach 28 homes in the neighborhood. The proposed dead-end street is too steep for emergency vehicles to climb, it is too narrow for them to turn around, and its intersection will cause trucks to bottom out and become stuck—blocking access to the neighborhood.

The Planning Department’s latest effort to avoid an EIR—especially in light of the Millennium Tower and San Bruno PG&E pipeline disaster—is deeply troubling.

The Project received a CatEx under CEQA Guidelines Section 15303(a), a “Class 3” exemption for “*construction . . . of up to three single-family residences.*” However, the preface of Planning Commission Resolution No. 14952, “Categorical Exemptions from the California Environmental Quality Act” adopted by the San Francisco Planning Commission on August 17, 2000, notes the following:

¹ Pavement protects gas transmission pipelines from accidental rupture and is especially important in urban areas where accidental rupture would be catastrophic.

“First,” [Class 3 exemptions] “are qualified by consideration of where the project is to be located. A project that would ordinarily be insignificant in its impact on the environment may, in a particularly sensitive or hazardous area, be significant.”

“Second, all classes of exemption are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.”

“Where there is a reasonable possibility of a significant effect due to unusual circumstances surrounding the project, it is not exempt even if it clearly fits one of the categories.”

DISCUSSION OF ENVIRONMENTAL CONCERNS

PIECEMEALING AND CUMULATIVE IMPACTS

The Project’s environmental review failed to include the entire scope of proposed work. The Project proposes initially constructing two single-family homes, and it also proposes running utilities and a street extension to enable construction of four additional new homes. These additional homes were not analyzed in the CatEx. Moreover, a total of six homes would not qualify for categorical exemption.

While Planning would argue that each additional home will receive its own environmental review when permit applications are submitted. However, each one of them will receive a categorical exemption under CEQA Guidelines Section 15303(a):

“In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.” CEQA Guidelines Section 15303(a)

As a result, the entire six-home Project will escape environmental review. This is referred to in CEQA cases as “piecemealing” and is prohibited. In fact, the CatEx states: “the improvements proposed by the project would facilitate the development of those lots.” The owners of these four properties have been candid about contact with the Project Sponsor regarding the development of their properties. They have attended neighborhood meetings, saying they will build once the first houses are built.

INCOMPLETE GEOTECHNICAL REPORT

The geotechnical report dated August 3, 2013 focuses solely on the footprint sites of the two proposed houses, with no acknowledgement of the “revised” Project scope. Thus, it is incomplete, outdated, and fails to address the entire scope of the Project. The report itself states: “If more than 18 months have passed between the submission of this report

and the start of work at the site . . . the recommendations of this report may no longer be valid or appropriate.”

The Project Site is unusual and of special concern because it contains an aging 26-inch PG&E gas transmission pipeline in a rare location where it is unprotected by asphalt on steep terrain. The pipeline’s presence on this unimproved steep terrain presents unusual grading and excavation challenges not addressed in the geotechnical report. Project Site is in a residential High Consequence Area, a designation that denotes catastrophic results in the event of accidental gas pipeline rupture.

The current “incomplete” geotechnical report raises the following concerns:

- **UNCERTAINTIES REGARDING SOIL STABILITY:** The report acknowledges the uncertainty of the depth of soil to bedrock “can vary across the site,” and that due to this uncertainty, assumptions about “soil stability, site settlements, and foundations” could change. Given the expanded site scope with excavation activity and grading next to, over, and under the gas transmission pipeline, more thorough review is needed.
- **NO MENTION OF BACKFILL SOIL OVER PIPELINE:** The transmission pipeline is covered with loose backfill soil, which is different from the other soil on this site. The conditions surrounding the pipeline substantially differ from the soil borings of this report yet are not a part of the report.
- **SIGNIFICANT RISK:** Lateral and overhead earth movement from excavation activities on this steep hillside pose a significant risk to accidental pipeline rupture. The pipeline will be buried under the driveways of the proposed houses, adjacent to excavation activity of 10 feet deep or more. The report affirms, “Excavations extending deeper into bedrock may require extra effort, such as heavy ripping, hoe-jams or jack-hammering.” *Federal pipeline safety guidelines point out that most pipeline accidents happen during construction/excavation activities.*
- **DISCREPANCIES:** The Project Site is located on an extreme slope. Serious inconsistencies exist in the CatEx regarding the Project site’s slope percentage. The CatEx’s representation of the grade (28%) substantially differs from the geotechnical report (32%). The Project Sponsors’ own figures have varied from between 34% to 37%, due to the uncertainties regarding the depth of the transmission pipeline.
- **EARTHQUAKES:** The report acknowledges that due to the “local geological conditions” of Bernal Heights hill, this area would be subject to “strong earthquake shaking.”
- **CATEX GEOTECHNICAL CONCLUSION IS INVALID:** The CatEx states that the proposed improvements of the two buildings would have “no geotechnical impacts” because of compliance with the San Francisco Building Code and the Slope Protection Act. This conclusion is restricted to the first CatEx’s scope, which was rescinded. It does not address the revised Project scope and does not include the gas transmission

pipeline in close proximity to excavation/grading activities located on variable undeveloped terrain.

“Classes 3, 4, 5, 6, 11, and 32 are qualified by consideration of where the project is to be located. A project that would ordinarily be insignificant in its impact on the environment may, in a particularly sensitive or hazardous area, be significant.” [Resolution No. 14952, “Categorical Exemptions from CEQA”]

- **SITE DRAINAGE:** The report addresses the importance of site drainage issues, but no mention is made of the water and fertilizer drainage from the adjacent Community Garden, which abuts the revised Project Site. **Importantly, years of fertilizer runoff from the adjacent community garden may have eroded the gas transmission line’s protective coating.**

MAJOR HAZARD: 26-INCH PG&E GAS TRANSMISSION PIPELINE ON A STEEP UNDEVELOPED SLOPE

The cumulative effects of six new houses, a new street, and repeated earth-moving activities next to, over, under, and near this aging pipeline on a steep hillside pose a unique and significant public safety threat that has not been properly addressed and mitigated.

CEQA specifically mentions the importance of location:

“Classes 3, 4, 5, 6, 11, and 32 are qualified by consideration of where the project is to be located. A project that would ordinarily be insignificant in its impact on the environment may, in a particularly sensitive or hazardous area, be significant.” [Resolution No. 14952]

“Where there is a reasonable possibility of a significant effect due to unusual circumstances surrounding the project, it is not exempt even if it clearly fits one of the categories.” [Resolution No. 14952].

- The CatEx asserts the PG&E gas transmission pipeline location—on a steep undeveloped hillside—is “not unusual”. But it contradicts that assertion by stating: “other similar pipelines run beneath streets in other areas of the City.” It is street pavement that protects gas pipelines in urban areas, making this SF *undeveloped* hillside uniquely dangerous. One backhoe slip—such as what triggered the fatal Fresno pipeline explosion in 2015—could cause a catastrophic explosion.
- Professor Robert Bea of UC Berkeley’s Center for Catastrophic Risk Management wrote in a letter that the list of concerns regarding this particular section of PG&E Gas Transmission Pipeline 109 shares dangerous similarities to the causes leading to the San Bruno explosion, including lost weld records, variable topography, and a lack of “definitive guidelines to determine if the pipeline is safe and reliable.”

- The CEQA determination takes at face value what PG&E says about the original testing of the pipeline, yet PG&E has yet to produce the actual records confirming any such testing and welds took place. There is substantial reason to believe from published litigation filings that the original records have been lost. Faulty welds—combined with variable topography—were a major cause of the San Bruno catastrophic explosion.

- The current testing for corrosion and leaks by PG&E does not address the vulnerability of an aging pipeline subjected to the cumulative impacts of heavy-duty grading and significant bedrock excavation on steep slopes in SF. So far, no study or report has addressed these concerns.

- The Planning Department quotes PG&E’s misleading public safety reassurance statement when it states how the pipeline has a reduced “maximum allowable operating pressure.” The practice of pressure reduction is *because the pipeline is vulnerable and lacks enough reliability to carry more pressure.*

- The geotechnical report states soil depth varies across the site of the two houses. Yet, the report does not examine the hillside’s varying soil conditions surrounding the “revised” Project scope, including the additional four lots, the street extension, fronting sidewalks—and driveways proposed over a shallowly buried gas transmission pipeline.

- PG&E’s unreliable public safety record is a matter of public record. The CEQA determination lists the only protection from an accidental rupture on this unusually steep locale is that contractors will call 811 and a PG&E employee will stand by during grading and excavation occurring within 10 feet of the pipeline. Professor Robert Bea, who testified in the San Bruno explosion trial, states that during the San Bruno trial,

“I did not find a single document that clearly indicated PG&E or the California PUC had a clear understanding of the word ‘safe.’ Unfortunately, it has been very rare for me to encounter organizations who have a clear understanding of what word means and less of an understanding of how to demonstrate that a system is ‘safe enough.’”

- According to federal resources, the major cause of accidental rupture on a gas pipeline is construction activity. One backhoe slip or lateral pressure breach could precipitate a 300’ radius blast and a larger fire zone. There are numerous examples of gas pipeline accidents during construction, including the 2015 fatal explosion in Fresno caused by a backhoe rupture on a steep slope. Notoriously, PG&E plays down these incidents. At one Community meeting in Bernal, a PG&E public relations representative tried to promote a spotless image of PG&E’s safety record by stating “no accidents ever happen on gas transmission pipelines.”

- The CatEx states the proposed Project “will present no particular issues when it comes to patrolling and maintaining the pipeline” for encroachments. However, confirming published reports of PG&E’s lax public safety culture, PG&E has been negligent in patrolling this area for years: **a large pine tree has been allowed to grow unchecked over this pipeline**, along with other plants and structures—in clear violation of PG&E’s

own encroachment guidelines. According to PG&E guidelines, tree root damage is a major cause of pipeline leaks, corrosion, and increased vulnerability. Federal guidelines point out that trees are subject to lightning strikes and should not be planted near pipelines.

LACK OF ACCESS FOR EMERGENCY VEHICLES

The proposed steep street prevents fire trucks and ambulances from driving up it. In the event of a fire, earthquake, medical emergency, or gas leak on the transmission line, emergency response will be hindered and delayed.

- There is restricted ability to enter and exit this neighborhood of twisty, narrow streets via a single viable road for emergency vehicle access. Fire trucks bottom out and get stuck using the other steep entry point, which is Prentiss Street between Chapman and Powhattan.
- The Urban Design Element of the General Plan includes this site on the map of SF's "Plan for Protected Residential Areas," which states "changes in streets should be so designed that they will not limit the access of vehicles for police and fire protection and other emergency purposes in the protected areas."
- The CEQA determination addresses firefighters' inability to access this street by noting hydrants within 150' of a house is within code. However, delayed emergency access in a High Consequence Area poses a serious public safety threat.
- Ambulances are not mentioned in the CatEx. The street will be too steep for ambulance access. Case in point:

A 75 year-old visitor to Bernal's Bradford Street, SF's steepest street, recently fell and broke his femur walking across the street to his car. The ambulance could not get up the street, so they drove to the cross street above Bradford. The EMTs tried to carry the man up a hillside staircase—but the attempt was abandoned as too risky. They then drove to the bottom and attempted to back the ambulance up the hill. The first attempt failed. They finally got the ambulance up the hill but a considerable amount of time elapsed before the man—now in excruciating pain— was finally loaded into the ambulance. If it had been a life-threatening situation, the man could have died.

- A gas explosion on a 26-inch pipeline will have a 300-foot blast zone and greater fire zone (like San Bruno). What is an acceptable delay in such a case? How will the area be evacuated? No study addresses or mitigates these public safety questions.

DANGEROUSLY STEEP STREET, LIABILITY ISSUES, GARAGE ACCESS

The proposed steep street presents a significant threat to residents and drivers. It will be among the steepest streets in SF. There will be no turn-around at the top, and it will be too narrow to turn around within the proposed street.

- Existing steep streets are substandard but grandfathered in. It is irresponsible governance to create a new one. According to an October 26, 2016 letter from DPW, a Major Encroachment permit would be required for this proposed street but there is no certainty it would be granted. This unclear situation casts doubts on the entire proposed Project Site, which includes garages, sidewalks, and driveways.
- The proposed street plans contain dangerous break-over angles and unclear plans for garage access to current residents.
- The CatEx misleading describes the new proposed street as a “street improvement” and thus exempt from CEQA under Section 1503(d). The proposed new street does not qualify as an “improvement.” It will create a new street with access to nine houses, including three existing homes. The street design has undergone significant revisions in an attempt to address complex access challenges, caused by the requirements of constructing a new street over a major gas transmission pipeline on a steep slope.
- Bernal’s steep, narrow, twisty streets pose uniquely dangerous challenges to drivers, even by SF standards. The CatEx’s failure to recognize the significance of this section of Folsom Street as a cross-City thoroughfare is a major public safety oversight. Unwary drivers frequently attempt to use Folsom Street in the mistaken belief it will take them directly downtown. With the addition of a steep dead-end section of Folsom—with no turn-around at the top—the situation will be dramatically compounded for the entire neighborhood.
- The Storm Water Management Ordinance requires the Project to maintain or reduce the existing volume and rate of storm water runoff at the site, but neither the geotechnical report nor the proposed street design suggest how this will be accomplished on the proposed steep, 100-foot long concrete slab.
- The proposed street will not be an “accepted” street by the City but will require maintenance by fronting homeowners. Liability issues and future responsibility for maintenance are unclear in cases of accident caused by the steepness of the street and sidewalk.

TRAFFIC AND NEIGHBORHOOD IMPACTS

The CatEx inaccurately asserts that “the project would not substantially affect the neighborhood’s existing or cumulative traffic conditions.” It fails to take into account the existing neighborhood roadway network.

- The Folsom/Chapman intersection at the Project Site is the primary access point to the 28 existing homes along and above Chapman Street. The other two access points are dangerous: Prentiss Street is the third steepest street in SF at 37% grade that curves, where large vehicles and fire trucks get stuck, and Nevada Street is an unimproved roadway at 35% grade that connects to a rutted dirt trail.
- Due to the usage of the Folsom/Chapman intersection by most drivers and emergency and delivery vehicles, the additional traffic to and from two additional residences potentially increases existing traffic volumes significantly. For six additional residences, it will dramatically increase traffic volumes.
- The CatEx dismisses the addition of 27 extra car trips as not affecting the “local transportation system.” This claim fails to address the unique location of the Project Site and the difficulties of navigating this challenging Bernal area of narrow, twisty, dead-end streets. 27 extra car trips—coupled with a dangerous blind intersection, visitors’ cars, delivery trucks, construction vehicles, service trucks and no on-street parking—pose a significant public safety hazard. For example, a cement truck overturned just feet away from the Chapman/Folsom intersection, while trying to negotiate a pitched turn, blocking traffic for hours.
- The CEQA determination dismisses the “cumulative impacts” of six new houses with no on-street parking (nine including the existing three houses)—by not addressing the “unique circumstance” of the location of the proposed new street: at a blind intersection that is the only viable entrance to a neighborhood of 28 homes.
- The Urban Design Element of the General Plan includes this site on the map of SF’s “Plan for Protected Residential Areas.” The proposed street plans do not “give the dominant position to residential and pedestrian qualities rather than to vehicles.” [SF General Plan, Urban Design Element, Policy 4.1, 2nd paragraph]
- The Project area’s lack of on-street parking will significantly impact the disabled-accessibility status of Bernal Heights Park and the parking availability for the Community Garden. There is limited available flat parking space—necessary for the wheelchair enabled—along Bernal Heights Blvd. This street section will be a de facto parking area for the subdivision’s visitors, delivery trucks, and additional cars.
- Nine homes placing garbage, recycling, and compost at the bottom of the street will impede traffic and likely block the intersection. There is not enough space in front of current residents’ homes to fit 27 bins. This will introduce a new public health and safety hazard.

AESTHETICS

PUBLIC VIEWS

The Planning Department uses inaccurate and misleading data to dismiss the significant impacts on the public vista from Bernal Heights Park and Bernal Heights Blvd.

- The largest intact panorama of the Bay and valley below on the south side of Bernal Heights Park is impacted by this site. This vista is created by a unique stretch of undeveloped DPW and Recreation and Park land that abuts the Project Site. The vista has significant importance to Park visitors and residents. Hundreds of park visitors walk around the Park daily, and enjoy this vista from the sidewalk on Bernal Heights Blvd. directly above the Project Site.
- The CatEx inaccurately states: “The proposed roofs of the two buildings sit below the elevation of Bernal Heights Blvd.” The topmost house (3516 Folsom Street) measures 14 feet *above* the Boulevard’s elevation. It includes a visually prominent four-foot stairwell parapet on the Bernal Park-facing side that that significantly blocks the public view.
- The CatEx misleadingly states: “This project site is located downhill from Bernal Heights Park . . .” It is actually located directly adjacent to park property. Rec and Park’s Bernal Heights Community Garden abuts the project site. Open space land, owned by DPW, also abuts the Project site. The combination of City public lands creates a sweeping public vista that will be blocked by the north facing wall of the top house.
- The CatEx misleadingly dismisses the public view from this vista as “average.” It selectively quotes from the Urban Design Element of the General Plan, but omits: “Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions . . .” [SF General Plan, Urban Design Element, Policy 1.1, 2nd paragraph]

CONCLUSION

The Project is not lawfully eligible to receive a CatEx under Guidelines Section 15303(a) because the Project will have significant unmitigated environmental impacts that have not been analyzed by the City.

Appellants reserve the right to submit additional written and oral comments, bases, and evidence in support of this appeal to the City up to and including the final hearing on this appeal and any and all subsequent permitting proceedings or approvals for the Project. Appellants request that this letter and exhibits be placed in and incorporated into the administrative record for Case No. 2013.1383ENV.

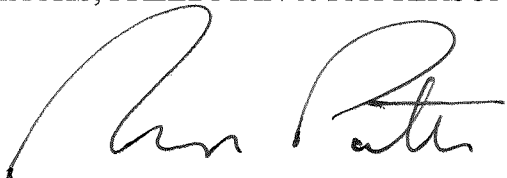
Appellants respectfully request that the Board of Supervisors revoke the CatEx determination and require further environmental review pursuant to CEQA. If the CatEx

determination is upheld, Appellants are prepared to file suit to enforce their and the public's rights.

We appreciate your attention to this matter.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC

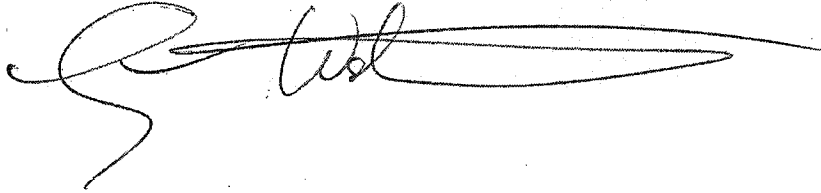
A handwritten signature in black ink, appearing to read "Ryan Patterson", written over a horizontal line.

Ryan J. Patterson
Attorneys for Herb Felsenfeld and Gail Newman

cc: Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Lisa.Gibson@sfgov.org

Enclosures

I, Marilyn Waterman, hereby authorize Ryan J. Patterson,
Esq. to file an appeal of the Categorical Exemption for Case
NO. 2013.1383ENV (3516 & 3526 Folsom Street).

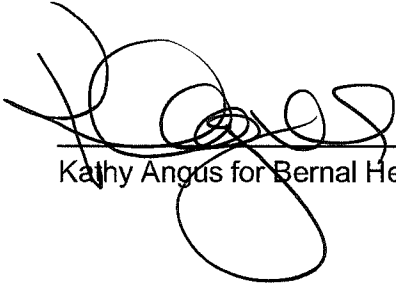
A handwritten signature in black ink, appearing to read "Ryan J. Patterson", with a long horizontal flourish extending to the right.

November 13, 2016

To Whom it May Concern:

We hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Buioding permit Application Nos. 2013.12.16.4318 and 2013.12.16.4322 (3516 & 3526 Folsom Street, SF, Case No. 2013.1383ENV).

Signed,

A handwritten signature in black ink, appearing to read 'Kathy Angus', is written over a horizontal line.

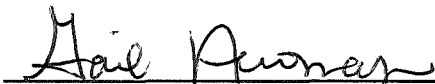
Kathy Angus for Bernal Heights South Slope Organization

November 13, 2016

To Whom it May Concern:

We hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Buioding permit Application Nos. 2013.12.16.4318 and 2013.12.16.4322 (3516 & 3526 Folsom Street, SF, Case No. 2013.1383ENV).

Signed,


_____

November 13, 2016

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Signed,

A handwritten signature in black ink, consisting of a stylized 'Jm' followed by a large, loopy 'C' and a horizontal line. The signature is written above a solid horizontal line.

November 13, 2016

To Whom it May Concern:

We hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Building permit Application Nos. 2013.12.16.4318 and 2013.12.16.4322 (3516 & 3526 Folsom Street, SF, Case No. 2013.1383ENV).

Signed,

HERBERT E. Felsenfeld



SAN FRANCISCO PLANNING DEPARTMENT

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BOARD OF SUPERVISORS
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2016 NOV 14 PM 2:51

Certificate of Determination Exemption from Environmental Review

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: 2013.1383ENV
Project Title: 3516 and 3526 Folsom Street
Zoning: RH-1 (Residential—House, One Family) Use District
40-X Height and Bulk District
Block/Lot: 5626/013 and 5626/014
Lot Size: 1,750 square feet (each lot)
Project Sponsor: Fabien Lannoye, Bluorange designs
415-533-0415
Fabien@novadesignsbuidls.com
Staff Contact: Justin Horner – (415) 575-9023
Justin.Horner@sfgov.org

PROJECT DESCRIPTION:

The project site is located on the block bounded by Bernal Heights Boulevard to the north, Gates Street to the west, Powhattan Avenue to the south and Folsom Street to the east. The project site is located along the west side of an approximately 145 foot long unimproved segment of Folsom Street, north of Chapman Street, that ends at the Bernal Heights Community Garden. This unimproved right-of-way is known as a "paper street." Undeveloped land along this unimproved segment of Folsom Street has been subdivided into six lots, three on each side of Folsom Street. PG&E Natural Gas Transmission Pipeline 109 runs along Folsom Street under the project site. The project site is at a slope of 28%.

The proposed project involves the construction of two single-family residences on two of the vacant lots along the west side of the unimproved portion of Folsom Street, and the construction of the connecting segment of Folsom Street to provide vehicle and pedestrian access to the project site. Both single-family homes would be 27 feet tall, two-story-over-basement buildings and would each include two off-street vehicle parking spaces accessed from a twelve-foot-wide garage door.

(Continued on next page)

EXEMPT STATUS:

Categorical Exemption, Class 3 (California Environmental Quality Act [CEQA] Guidelines Section 15301).
See page 2.

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.


Sarah B. Jones
Environmental Review Officer


Date

cc: Fabien Lannoye, Project Sponsor
Richard Sucre, Current Planner

Virna Byrd, M.D.F.
Supervisor Campos, District 9, (via Clerk of the Board)

PROJECT DESCRIPTION (continued):

The 3516 Folsom Street building would be approximately 2,230 square feet in size with a side yard along its north property line. The 3526 Folsom Street building would be approximately 2,210 square feet in size with a side yard along its south property line. The proposed buildings would include roof decks and a full fire protection sprinkler system. The project sponsor proposes to create a mural on the south façade of the 3526 Folsom Street building. The proposed buildings would be supported by a shallow building foundation using a mat slab with spread footings.

The proposed Folsom Street extension improvements would include an approximately 20-foot-wide road with an approximately 10-foot-wide sidewalk on the west side of the street, adjacent to the proposed residences. The proposed sidewalk would be stepped, would incorporate landscaping that would perform storm water retention, and would provide public access to Bernal Heights Boulevard/Bernal Heights Park (along the west side of the Bernal Heights Community Garden). The proposed project would not create direct vehicular access to Bernal Heights Boulevard as the Folsom Street extension would terminate at the Bernal Heights Community Garden. Construction of the street extension would require the removal of the existing landscaped area within the public right-of-way where Folsom Street meets Chapman Street. An existing driveway utilized by both the 3574 Folsom Street and 3577 Folsom Street buildings would also be removed; however, the extension would provide access to the two existing residences.

The proposed project would include the installation of new street trees (subject to approval from PG&E) and street lighting on the west side of the street. No on-street parking would be provided along the Folsom Street extension. In addition to providing utilities for the proposed residences, the project sponsor would install utilities for the four vacant lots located on the "paper street" segment of Folsom Street (one on the west side and three on the east side). No residences are proposed at this time on those lots; the proposed connections would be provided to minimize disruption in the case of future development. Construction would continue for approximately 12 months and would require excavation of up to approximately 10 feet below the existing ground surface.

Project Approvals

Approval Action: If discretionary review before the Planning Commission is requested, the discretionary review hearing is the Approval Action for the project. If no discretionary review is requested, the issuance of a building permit by the Department of Building Inspection (DBI) is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EXEMPT STATUS (continued):

CEQA Guidelines Section 15303, or Class 3, provides an exemption from environmental review for construction of new, small facilities or structures. Section 15303(a) specifically exempts up to three single-family homes in urbanized areas, and Section 15303(d) specifically exempts utility extensions and street improvements to service such construction.

The proposed project would construct two-single family homes on two lots, with utility extensions and street improvements to service the two structures. Therefore, the proposed project qualifies for an exemption from CEQA under CEQA Guidelines Sections 15303(a) and (d).

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. As discussed in this certificate of exemption, none of the established exceptions apply to the proposed project.

CEQA Guidelines Section 15300.2, subdivision (a), provides that a Class 3 categorical exemption cannot be used where the project may negatively impact an environmental resource of critical or hazardous concern which is "designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies." For the reasons discussed below under "Resources of Hazardous or Critical Concern," there is no possibility that the proposed project would have a significant effect on the environment related to this circumstance.

CEQA Guidelines Section 15300.2, subdivision (b), provides that a categorical exemption is inapplicable when the cumulative impact of successive projects of the same type in the same place, are significant. For the reasons discussed below under "Cumulative Impacts," there is no possibility that the proposed project would have a significant effect on the environment related to this circumstance.

CEQA Guidelines Section 15300.2, subdivision (c), provides that a categorical exemption shall not be used where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. For the reasons discussed in this certificate of exemption, there is no possibility that the proposed project would have a significant effect on the environment due to unusual circumstances.

CEQA Guidelines Section 15300.2, subdivision (d), provides that a categorical exemption shall not be used for a project that would result in damage to a scenic resource within a highway officially designated as a state scenic highway. Neither Bernal Heights Boulevard nor any other nearby street is a designated state scenic highway. Therefore, there is no possibility that the proposed project would have a significant effect on the environment related to this circumstance.

CEQA Guidelines Section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under "Historic Resources," there is no possibility that the proposed project would have a significant effect on a historic resource.

Resources of Hazardous or Critical Concern. According to the CEQA Guidelines, Categorical Exemptions may be used for Class 3-eligible projects except in cases where the project may negatively impact an environmental resource of critical or hazardous concern which is "designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies."

The project site is mapped in an area subject to the Slope Protection Act, adopted by the Board of Supervisors (BOS) in 2008. This ordinance created procedures for additional review of slope stability by

DBI for properties within certain mapped areas and established a Structural Advisory Committee for review of permit applications within this area. The BOS found that the public health, safety, and welfare would be best protected if the Building Official requires permits for new construction in these areas to undergo additional review for structural integrity and potential effects on slope stability, including submission to the Structural Advisory Commission for consideration. If the Structural Advisory Commission finds that a project would result in unsafe conditions that cannot be addressed to the satisfaction of the Committee, the Building Official must deny the permit. Thus, the existing regulatory program and requirements are sufficient to ensure that the proposed project would not result in a significant impact related to slope stability. Adherence to this ordinance has been found to adequately protect the public health, safety, and welfare.

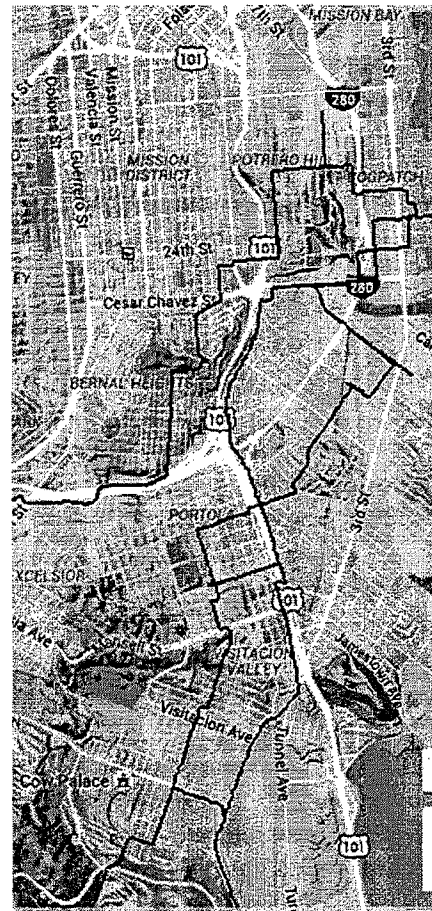
The project site contains no other environmental resource of hazardous or critical concern that has been designated or precisely mapped. Therefore, the proposed project would not have a significant impact on environmental resources of hazardous or critical concern and this exception to the Categorical Exemption does not apply.

Utilities. PG&E Transmission Pipeline 109 runs under Folsom Street from the 280 freeway to Bernal Heights Boulevard, including under the project site, after which it circles Bernal Heights Park's eastern edge before continuing onto Alabama Street, Cesar Chavez Street and neighborhoods along Potrero Hill, Dogpatch and the Central Waterfront. The Pipeline's alignment takes it through a variety of residential neighborhoods in the southeast area of the City, and other similar pipelines run beneath streets in other areas of the city (see Figure 1). The presence of a gas transmission pipeline beneath areas adjacent to residential development is not unusual in San Francisco or throughout the state because residential homes are commonly served by gas lines.

According to PG&E, Pipeline 109 was installed in 1981 and was successfully strength tested at the time of installation. It has a maximum allowable operating pressure of 150 pound per square inch gage which is 19.8% of the pipe's specified minimum yield strength. It is patrolled at least quarterly, and is surveyed for leaks at least annually. The system PG&E uses to combat pipeline erosion is inspected every two months. PG&E also performs External Corrosion Direct Assessments, which involve excavation and physical inspection of the pipeline.

PG&E has stated that the construction of the two homes will present no particular issues with respect to patrolling and maintaining the pipeline, as the proposed home sites are no closer to the pipeline than existing residential properties on Folsom Street and other areas of San Francisco.

Figure 1. Pipeline Transmission Network



PG&E natural gas lines run under a number of small and large streets in San Francisco that have experienced, and will continue to experience, maintenance that includes earth movement, excavation and related work in proximity to a natural gas transmission line.

Section 4216.2(a)(1) of the California Government Code requires that any contractor or resident that excavates on private property must call 811 (Underground Service Alert (USA) North) at least two business days before excavation. USA will inform PG&E of the request to excavate and, in the case of work done in proximity to a pipeline such as that proposed by the Project Sponsor, require that a PG&E standby employee be contacted. PG&E staff must physically observe a safe excavation and must be present for any excavation within ten feet of their transmission lines, and will instruct and guide the excavating party, on-site, to avoid damage to the pipeline. These practices apply in the case of both housing construction and road improvements anywhere in San Francisco adjacent to a gas transmission pipeline. These practices, as required by law, are in place to ensure construction activities do not substantially affect underground services, including natural gas pipelines. Furthermore, PG&E regulations require review of proposed plans for any work within 10 feet of their facilities. Therefore, these regulations would ensure that no significant environmental effect would occur from construction in proximity to PG&E's natural gas pipeline.

In light of the above, there is no possibility that the proposed project would have a significant effect on the environment related to unusual circumstances with regards to the presence of the PG&E natural gas pipeline.

Emergency Access. While the width and grade of the proposed street improvement preclude the San Francisco Fire Department (SFFD) apparatus from traversing the proposed street, the proposed project would be required to conform to Fire Code Section 503.1.1, which mandates all portions of the exterior walls of the first story of any constructed building to be within 150 feet of an approved fire apparatus access road. Both Folsom Street and Bernal Heights Boulevard are accessible to SFFD apparatus and are within 150 feet of all portions of the exterior walls of the first floor of both proposed homes. Furthermore, the proposed homes include automatic sprinkler systems. As the proposed houses are within 150 feet of approved fire access roads and include automatic sprinkler systems, the proposed project conforms with the Fire Code and the project therefore does not present a hazardous condition with respect to public safety related to emergency access.

Aesthetics. The project site is located downhill from Bernal Heights Park and Bernal Heights Boulevard. The Urban Design Element of the General Plan includes three maps relevant to the proposed project: 1) Street Areas Important to Urban Design and Views, 2) Quality of Street Views, and 3) Plan to Strengthen City Pattern through Visually Prominent Landscaping. Neither Bernal Heights Boulevard nor Folsom Street is included on the map "Street Areas Important to Urban Design and Views". Bernal Heights Boulevard, Folsom Street and Chapman Street in the area of the proposed project are designated as having average views on the "Quality of Street Views map". Bernal Hill is identified as an important vista point to be protected on the "Plan to Strengthen City Pattern Through Visually Prominent Landscaping map".

The proposed project (two buildings reaching a height of 30 feet) would not obstruct views from Bernal Heights Park. The Bernal Heights East Slope Design Guidelines include roof treatment guidelines to minimize or avoid obscuring views, and the north elevation of the proposed project would comply with

the Bernal Heights East Slope Design Guidelines. Furthermore, the proposed roofs of the two buildings would sit below the elevation of Bernal Heights Boulevard.

Therefore, the two proposed 30 foot. tall buildings would not result in a substantial demonstrable adverse effect to any scenic views or resources.

Historic Resources. The project site is currently vacant, undeveloped land, and does not include any historic resources. Neither the project site nor the immediately surrounding neighborhood is within a historic district designated under federal, state or local regulations.

As the proposed project requires excavation up to a depth of 40 feet, it was subject to a Preliminary Archeological Review (PAR) by a Planning Department Archeologist. The PAR determined that the proposed project would result in no effect on archeological resources.¹

Thus, the proposed project would not result in an adverse impact to a historic resource.

Geotechnical. The dimensions of each lot are 25 feet wide by 70 feet deep. Both lots have an approximately 32 percent slope from the north to south side of the lot. Each residence would be constructed on a flat building pad with concrete retaining walls used in the front and rear yard areas to provide access to the garage and create usable outdoor living areas. The buildings would be constructed using a spread footing and/or mat foundation, requiring excavation several feet in depth.

A geotechnical report was prepared for each of the two proposed residences (3516 and 3526 Folsom Street) and includes information gathered from a site reconnaissance by the geotechnical engineer and two soil borings, one on each lot.² Both borings encountered 3 to 4 feet of stiff clay and sandy soil over chert bedrock. No groundwater was encountered, though based on the hillside location and soil and bedrock morphology it is possible that groundwater seepage from offsite irrigation could be encountered during excavation on the project site.

The geotechnical reports include the same evaluation and recommendations given the adjacency of the two lots and similar geotechnical/geological site conditions. The project site was evaluated for potential liquefaction, landslides, surface rupture, lateral spreading, and densification and was found to have a low risk. The geotechnical reports indicate the project site is not within an identified landslide or liquefaction zone as mapped by the California Divisions of Mines and Geology.³ The project site is in an area that would be exposed to strong earthquake shaking. However, the 2013 San Francisco Building Code (Building Code) requires the Site Classification and Values of Site Coefficients be used in the design of new structures to minimize earthquake damage. The geotechnical reports include seismic design

¹ Preliminary Archeological Review Log, September 26, 2013. A copy of this document, and all documents cited below, are available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case file No. 2013.1383E.

² H. Allen Gruen, *Report Geotechnical Investigation Planned Residence at 3516 Folsom Street*, and *Report Geotechnical Investigation Planned Residence at 3526 Folsom Street*, August 3, 2013. Copies of these documents are available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1383E.

³ California Department of Conservation, Seismic Hazard Zones, City and County of San Francisco, November 17, 2000. Available online at http://gmw.consrv.ca.gov/shmp/download/quad/SAN FRANCISCO NORTH/maps/ozn_sf.pdf. Accessed July 8, 2016.

parameters for use in the project design by the structural engineer, in compliance with the Building Code, during the building permit plan check process.

Both geotechnical reports conclude that the proposed improvements could be safely supported using a spread footing and/or mat building foundation, provided adherence to the site preparation and foundation design recommendations included in the reports. The San Francisco Building Code ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural design are considered as part of DBI's permit review process. Prior to issuing a building permit for the proposed project, DBI would review the geotechnical report to ensure that the proposed project complies with building safety and seismic design standards, as well as compliance with the requirements of the Slope Protection Act. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through compliance with the San Francisco Building Code. Thus, the proposed project would have no significant geotechnical impacts.

Shadow. The project site is located to the southwest of the Bernal Heights Community Garden. Therefore, a shadow analysis was prepared by the Project Sponsor/Architect. The shadow analysis provides simulations that show that the proposed project would cast new shadow on the Bernal Heights Community Garden, but that shadow would be limited to only certain periods in the winter and summer and the new shadow would only fall on a portion of the southwestern corner of the community garden mainly in the evening after 5:30 pm. In most cases throughout the year, the shadow cast by the proposed project either does not fall on the community garden or is contained within shadow already cast by existing structures on Gates Street.

While the proposed project would cast new shadow on the community garden, it is not expected to substantially affect the use or enjoyment of the Bernal Heights Community Garden such that a significant environmental effect would occur.

Transportation. Using the Planning Department's 2002 Transportation Impact Analysis Guidelines for Environmental Review (October 2002), the proposed project is estimated to generate approximately nine daily automobile trips. The change in traffic in the project area as a result of the proposed project would be indiscernible to most drivers. The proposed project would add a negligible increment of vehicle traffic to the cumulative long-term traffic increase on the neighborhood's roadway network. Thus, the project would not substantially affect the neighborhood's existing or cumulative traffic conditions.

Planning Code Section 242 requires, generally, two functional off-street parking spaces per residential unit in the Bernal Heights Special Use District. The proposed project includes two parking spaces per residential unit (four, in total). Guests and visitors arriving by car would be able to utilize nearby on-street parking. According to the Department's transportation impact analysis guidelines, the parking demand for the proposed project is three spaces. As the proposed project includes four spaces, there would be no parking shortfall.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of

travel. The small number of projected vehicle trips generated by the proposed project, approximately nine per day (which includes vehicle trips by the residents who would utilize the project's off-street parking), would not result in a parking deficit and therefore any secondary impacts from a parking shortfall on the environment would not ensue, including increased traffic congestion, emissions, safety or noise.

In light of the above, the proposed project would not result in any significant transportation impacts.

Biological Resources. Nearby Bernal Hill is a natural area that has been evaluated for the presence of birds and bird habitat. According to San Francisco Recreation and Parks' Significant Natural Resources Areas Management Plan (SNRAMP), two sensitive bird species have been observed at Bernal Hill: Say's phoebe (*Sayornis saya*) and Wilson's warbler (*Wilsonia pusilla*). There is also a single area of important bird habitat, which includes the entire grasslands area of Bernal Hill.

The project site contains trees and vegetation not unlike those found on Bernal Hill. The Project Sponsor would be required to comply with the Federal Migratory Bird Treaty Act (MBTA) as well as California Department of Fish and Game Code 3513 regarding the protection of nesting birds during construction. California Department of Fish and Wildlife (DFW) biologists have broadly defined the nesting season as February 1st through August 15th (although there are more specific dates for certain species of birds).

If timing restrictions make it impossible to avoid the nesting season, the construction areas should be surveyed for nesting birds and active nests should be avoided. A biologist should inspect the construction areas for active nests. If adult birds are observed flying to and from a nest, or sitting on a nest, it can be assumed that the nest is active. Construction activity within 300 feet of an active nest should be delayed until the nest is no longer active. The active nest should be watched, and when the chicks have left the nest and activity is no longer observed around the nest, it is safe to continue construction activity in the nest area.

As the proposed project would be required to comply with the MBTA and DFW regulations, and as there is abundant substantially similar, and protected, habitat available nearby on Bernal Hill, project construction would not have a significant effect on any bird species or their habitat and the development of these two lots, adjacent to other similar development, would not result in a significant impact on bird species or habitat.

Water Quality. The proposed project would not generate wastewater or stormwater discharges that have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Treatment Plant prior to discharge into San Francisco Bay. Additionally, the proposed project is required to comply with the Stormwater Management Ordinance, which require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site by retaining runoff onsite, promoting stormwater reuse, and limiting site discharges before entering the combined sewer collection system.

The proposed project would also be required to comply with requirements of the Construction Site Runoff Ordinance, which regulates the discharge of sediment or other pollutants from construction sites and prevents erosion and sedimentation due to construction activities. Furthermore, before the street

improvement permit can be finalized, SFPUC must review and approve the proposed plans. Therefore, the proposed project would not have significant environmental impacts related to water quality.

Cumulative Impacts. CEQA Guidelines Section 15300.2, subdivision (b), provides that a categorical exemption is inapplicable when the cumulative impact of successive projects of the same type in the same place, are significant. For the reasons discussed below there is no possibility that the proposed project in combination with reasonably foreseeable cumulative projects would have a significant effect on the environment.

The project as proposed in the Environmental Evaluation application is for the construction of two single-family residences on two vacant lots located on the "paper street" segment of Folsom Street as well as utility extensions and street improvements that would serve the two homes and four undeveloped lots along this segment of Folsom Street. The four adjacent lots are all under different ownership than the project lots and no Environmental Evaluation applications are on file with the Planning Department for development of those lots. Any future development proposals on the adjacent lots would require further environmental review and City approval.

Since the 3516 and 3526 Folsom Street project is the first proposed development on the "paper street" segment of Folsom Street, the project sponsor would be required to construct pedestrian and vehicular access to this segment of Folsom Street. The project sponsor has also agreed to construct utilities to service the remaining four undeveloped lots so as to avoid any need to excavate the improved section of Folsom Street in the event homes are proposed for the four remaining vacant lots in the future. At this time, it is unknown whether utilities would come from Bernal Heights Boulevard to the north or from Chapman Street to the south. This would be determined by PG&E and the SFPUC once the project is entitled. It is anticipated that utility lines would run under the entire length of the street extension, which would reduce or avoid the need for future utility-related construction activities should development occur on the adjacent lots.

Pursuant to CEQA, cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other physical environmental impacts. The proposed project would construct two single-family homes, improve a segment of Folsom Street, and provide utilities for the two proposed homes and four adjacent lots. While there are no Environmental Evaluation applications on file with the Planning Department for the four adjacent lots, the improvements proposed by the project would facilitate future development of those lots. The cumulative effects of the proposed project in addition to development of the four adjacent lots are addressed below.

Shadow. The vacant lots to the east of the project site would have the potential to shade the Bernal Heights Community Garden. If those lots are developed, they would be required to undergo environmental review in accordance with CEQA and would require a shadow analysis. As discussed above, the proposed project would shade a portion of the southwestern corner of the community garden mainly in the evening after 5:30 pm. Therefore, the proposed project would not result in a considerable contribution to any cumulative shadow impact that could result from development of the adjacent lots.

Transportation. The addition of two single-family residences would generate an estimated 9 daily vehicle trips. Should development occur on the four adjacent lots, which are each permitted to construct one

single-family residence, it is estimated that an additional 18 daily vehicle trips would be generated. The addition of 18 daily vehicle trips in combination with the proposed project's 9 daily vehicle trips would be dispersed through-out the day and would not be considered a substantial number of trips that could adversely affect the local transportation system.

In addition, any subsequent development would be required to comply with the same regulations as the proposed project including, but not limited to, compliance with the San Francisco Building and Fire Codes, Slope Protection Act, PG&E regulations for work in proximity to their pipeline, the SFPUC's Stormwater Management Ordinance and Construction Site Runoff Ordinance, the MBTA and DFW regulations protecting nesting birds and the Bernal Heights East Slope Design Guidelines. These regulations would ensure that development of the adjacent lots, would not result in significant effects to geology/soils, emergency access, water quality, utilities, biological resources, and aesthetics.

Thus, the proposed project would not result in a considerable contribution to any cumulative environmental impacts.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.



SAN FRANCISCO PLANNING DEPARTMENT

Discretionary Review Action DRA-0487

HEARING DATE: OCTOBER 13, 2016

Case Nos: 2013.1383DRP-10 & 2013.1768DRP-09
Project Address: 3516 & 3526 Folsom Street
Building Permit: 2013.12.16.4318 & 2013.12.16.4322
Zoning: RH-1 (Residential House, One-Family) Zoning District
Bernal Heights Special Use District
40-X Height and Bulk District
Block/Lot: 5626/013 & 014
Project Sponsor: Fabien Lannoye & Anna Limkin
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DR Requestor(s): Bernal Safe & Livable
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Ann Lockett
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Herb Felsenfeld
(2013.1383DRP-04 & 2013.1768DRP-06)
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ADOPTING FINDINGS RELATED TO NOT TAKING DISCRETIONARY REVIEW OF CASE NOS. 2013.1383DRP, 2013.1383DRP-02, 2013.1383DRP-03, 2013.1383DRP-04, 2013.1383DRP-05, 2013.1383DRP-06, 2013.1383DRP-07, 2013.1383DRP-08, 2013.1383DRP-09, 2013.1383DRP-10, 2013.1768DRP, 2013.1768DRP-02, 2013.1768DRP-03, 2013.1768DRP-04, 2013.1768DRP-05, 2013.1768DRP-06, 2013.1768DRP-07, 2013.1768DRP-08, 2013.1768DRP-09, AND THE APPROVAL OF BUILDING PERMIT APPLICATION NO. 2013.12.16.4322 PROPOSING NEW CONSTRUCTION OF A TWO-AND-ONE-HALF-STORY SINGLE-FAMILY RESIDENCE ON EACH OF THE LOTS AT 3516 FOLSOM STREET (BLOCK 5626 LOT 013) AND 3526 FOLSOM STREET (BLOCK 5626 LOTS 014) WITHIN THE RH-1 (RESIDENTIAL, HOUSE, ONE-FAMILY) ZONING DISTRICT, BERNAL HEIGHTS SPECIAL USE DISTRICT, AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On December 17, 2013, Fabien Lannoye and Anna Limkin filed Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322, which proposes new construction of a two-and-one-half-story single-

family residence on each of the lots at 3516 & 3526 Folsom Street within the RH-1 (Residential, House, One-Family) Zoning District, Bernal Heights Special Use District, and a 40-X Height and Bulk District.

On September 1, 2015, Linda Ramey (hereinafter "Discretionary Review (DR) Requestor"), filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1768DRP) of Building Permit Application No. 2013.12.16.4318.

On September 15, 2015, Sam Orr, on behalf of the neighborhood organization, Bernal Safe & Livable (hereinafter "Discretionary Review (DR) Requestor"), filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP & 2013.1768DRP-08) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15, 2015, Marilyn Waterman (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-02 & 2013.1768DRP-07) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15, 2015, Ann Lockett (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-03) of Building Permit Application No. 2013.12.16.4322.

On September 15, 2015, Herb Felsenfeld (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-04 & 2013.1768DRP-06) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15, 2015, Kathy Angus, on behalf of the neighborhood organization, Bernal Heights South Slope Organization (hereinafter "Discretionary Review (DR) Requestor"), filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-05 & 2013.1768DRP-02) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15, 2015, Nais Raulet (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-06 & 2013.1768DRP-03) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15, 2015, Gail Newman (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-07 & 2013.1768DRP-05) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15, 2015, Steven Piccus (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-08) of Building Permit Application No. 2013.12.16.4322.

On September 15, 2015, Cyrena Torrey Simons and Marcus Sangho Ryu (hereinafter "Discretionary Review (DR) Requestor") filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-09 & 2013.1768DRP-04) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On September 15 & September 16, 2015, Terry Milne, on behalf of the neighborhood organization, Bernal Heights East Slope Design Review Board (hereinafter "Discretionary Review (DR) Requestor"), filed an application with the Planning Department (hereinafter "Department") for Discretionary Review (2013.1383DRP-10 & 2013.1768DRP-09) of Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

On July 8, 2016, the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 3 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

On October 13, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Discretionary Review Applications 2013.1383DRP-10 & 2013.1768DRP-09.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

ACTION

The Commission hereby does not take Discretionary Review requested in Case Nos. 2013.1383DRP-10 & 2013.1768DRP-09, and approves Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322.

The reasons that the Commission took the action described above include:

1. The Commission found no extraordinary or exceptional circumstances in the case.
2. The Commission determined that no modifications to the project were necessary and they instructed staff to approve the project per plans marked Exhibit A on file with the Planning Department.

DRA-0487
October 13, 2016

Case Nos. 2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

APPEAL AND EFFECTIVE DATE OF ACTION: Any aggrieved person may appeal this Building Permit Application to the Board of Appeals within fifteen (15) days after the date the permit is issued. For further information, please contact the Board of Appeals at (415) 575-6881, 1650 Mission Street # 304, San Francisco, CA, 94103-2481.

I hereby certify that the Planning Commission did not take Discretionary Review and approved the building permits with conditions as reference in this action memo on October 13, 2016.



Jonas P. Ionin
Commission Secretary

AYES: Fong, Hillis, Johnson, Koppel, Melgar, Moore, and Richards

NAYS: None

ADOPTED: October 13, 2016

CASE NUMBER:
For Staff Use only

APPLICATION FOR

Board of Supervisors Appeal Fee Waiver

1. Applicant and Project Information

APPLICANT NAME: Kathryn Angus, co-chair, BHSSO	
APPLICANT ADDRESS: 99 Banks St. San Francisco, CA 94110	TELEPHONE: () See below EMAIL:

NEIGHBORHOOD ORGANIZATION NAME: Bernal Heights So. Slope Org.	
NEIGHBORHOOD ORGANIZATION ADDRESS: same as above	TELEPHONE: 415 640-4568 EMAIL: kathyanus@comcast.net

PROJECT ADDRESS: 3516 & 3526 Folsom St.		
PLANNING CASE NO.: 2013.1383 ENV	BUILDING PERMIT APPLICATION NO.: 2013.12.16.4318 & 2013.12.16.4322	DATE OF DECISION (IF ANY): 10/13/2016

2. Required Criteria for Granting Waiver

(All must be satisfied; please attach supporting materials)

- ☒ The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.
- ☒ The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.
- ☒ The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.
- ☒ The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Submission Checklist:

- ☐ APPELLANT AUTHORIZATION
- ☐ CURRENT ORGANIZATION REGISTRATION
- ☐ MINIMUM ORGANIZATION AGE
- ☐ PROJECT IMPACT ON ORGANIZATION

- ☐ WAIVER APPROVED ☐ WAIVER DENIED



SAN FRANCISCO
PLANNING
DEPARTMENT

For more information
Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415.558.6409**
WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*

MP

ZACKS, FREEDMAN & PATTERSON

A PROFESSIONAL CORPORATION

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
Facsimile (415) 288-9755
www.zfplaw.com

December 2, 2016

VIA HAND DELIVERY AND EMAIL

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 941 02
bos.legislation@sfgov.org

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383ENV
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear Ms. Calvillo:

Enclosed, please find the following:

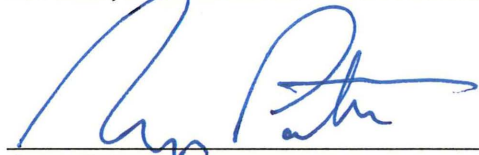
1. Report from Rune Storesund, D.Eng., P.E., G.E. regarding public safety risk;
2. Report from retired SFFD Captain Mario Ballard regarding emergency vehicle access;
3. Letter from Robert Bea, Professor Emeritus, Center for Catastrophic Risk Management;
4. Letter from the Sierra Club, San Francisco;
5. Letter from the Bernal Heights Democratic Club;
6. Letter from the Bernal Heights Neighborhood Center;
7. Emails from Bradford Street neighbors regarding steep-street unusability;
8. Report from Patrick Buscovich, S.E.;
9. Documentation and information regarding gas-pipeline damage due to tree roots; and
10. Seismic guidelines and earthquake hazard maps.

Please kindly include these items with the appeal file.

Thank you.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson

Encl.

Exhibit 1



December 1, 2016

SF Board of Supervisors
San Francisco City Hall
1 Dr Carlton B Goodlett Pl #244
San Francisco, CA 94102

Subject: Independent Project Review
3516 & 3526 Folsom Street
San Francisco, California

Dear President Breed and Honorable Members of the Board of Supervisors,

This letter is in response to a request for an independent assessment of the proposed 3516 & 3526 Folsom Street development. My qualifications are presented in the attached resume. I am a practicing Geotechnical Engineer (CA License Number 2855), I provide gas pipeline risk reviews for the State of California Department of Education, and have participated in forensic engineering projects over the last 10 years with damage claims in excess of \$2 billion and more than 8,000 hour of direct forensic analyses. My most recent engagement was a geotechnical forensic evaluation of the March 2014 Oso Landslide in Washington State, which resulted in the tragic loss of 43 individuals. In addition to private consulting, I am the Executive Director of the Center for Catastrophic Risk Management at UC Berkeley.

This geotechnical review is the requested independent assessment and is based on documents included in the Discretionary Review, Full Analysis by San Francisco Planning Department (dated October 4, 2016) as well as a set of geotechnical reports prepared by Mr. H. Allen Gruen (dated August 3, 2013).

The proposed projects are located immediately adjacent to a major PG&E transmission natural gas pipeline (Figure 1, Figure 2, Figure 3). This major pipeline is located immediately below the primary access road for the construction (Figure 4, Figure 5), immediately adjacent to significant proposed new utility work (e.g. gas service, water supply, sewer) as well as removal of existing pipeline soil cover (Figure 6, Figure 7), and immediately adjacent to significant proposed bedrock excavation (depths on the order of 6 to 10 feet per the submitted architectural elevations (such as sheet A-3), as seen in .

Construction-related stressing, as well as accidental 3rd party damage, has the potential to degrade the integrity of the PG&E natural gas transmission line, exposing the surrounding neighbors to increased risk of death and injury from the potential of construction-induced puncture or degradation of pipeline integrity.

Unlike lots further west and further east (Gates Street, Banks Street) that are not immediately adjacent to a transmission line, these specific parcels are unique in their proximity to a significant hazard.



Major items of concern include at this particular project site:

- Geotechnical borings do not extend to the proposed depth of excavation, providing information on competence of bedrock and anticipated level of effort to excavate;
- No explicit discussion about induced ground vibrations during rock excavation and associated potential degradation of the PG&E transmission line integrity;
- No explicit discussion about negative impacts of construction traffic to the PG&E transmission line integrity; and
- Significant construction operations immediately adjacent to the active PG&E transmission pipeline.

Given the uncertainties of actual pipe integrity, strong consideration should be given to replacing the segment of pipeline to ensure maximum integrity and minimal exposure of residents to undue injury or death as a result of the anticipated heavy excavation and ground disturbance activities.



Overview of parcel locations relative to transmission line.

Figure 1: Overview of parcels with proposed development. Note that the PG&E transmission line is directly under the primary access.



Site Photo



View from Bernal Heights Boulevard, near intersection with Folsom Street
(Source: Google Maps, July 2015; Accessed March 23, 2016)

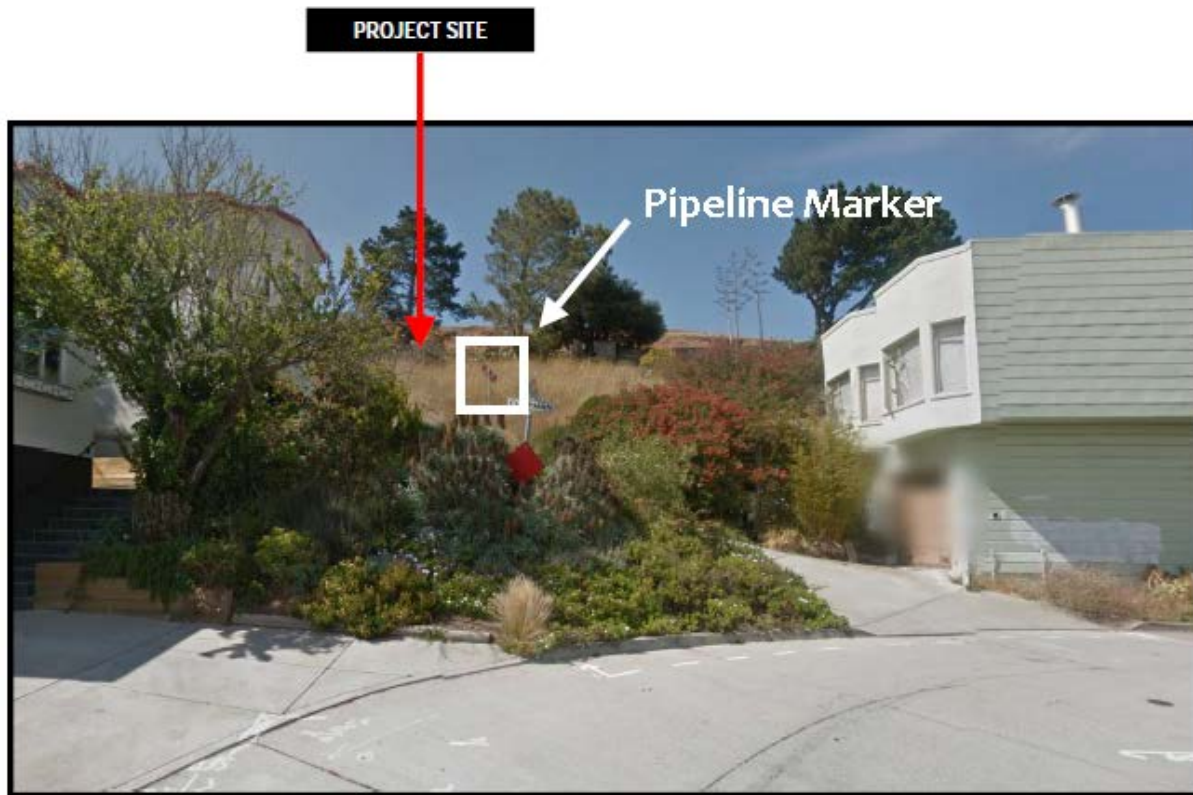
SAN FRANCISCO
PLANNING DEPARTMENT

Discretionary Review Hearing
Case Numbers:
2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

Figure 2: Pipeline marker at Bernal Heights Boulevard.



Site Photo



View of Folsom Street (looking up to Project Site)
(Source: Google Maps, July 2015; Accessed March 18, 2016)

SAN FRANCISCO
PLANNING DEPARTMENT

Discretionary Review Hearing
Case Numbers:
2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

Figure 3: Pipeline marker at corner of Folsom & Chapman.

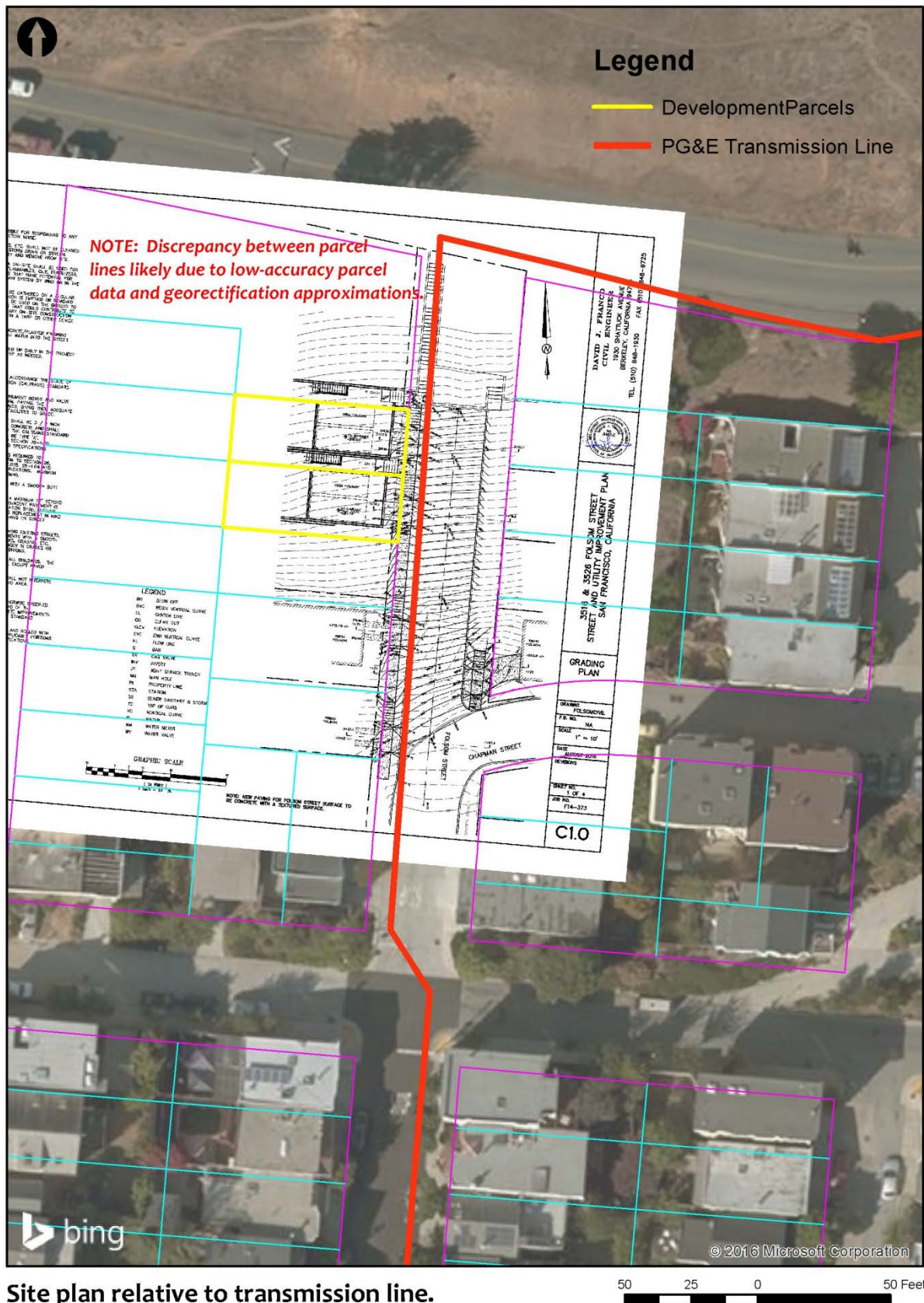
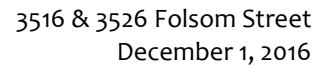


Figure 4: PG&E transmission line relative to proposed site plan.



CAMERA 5: View from Chapman Street at Folsom Street looking North-West

Figure 5: Approximate PG&E transmission gas line alignment relative to proposed structures.

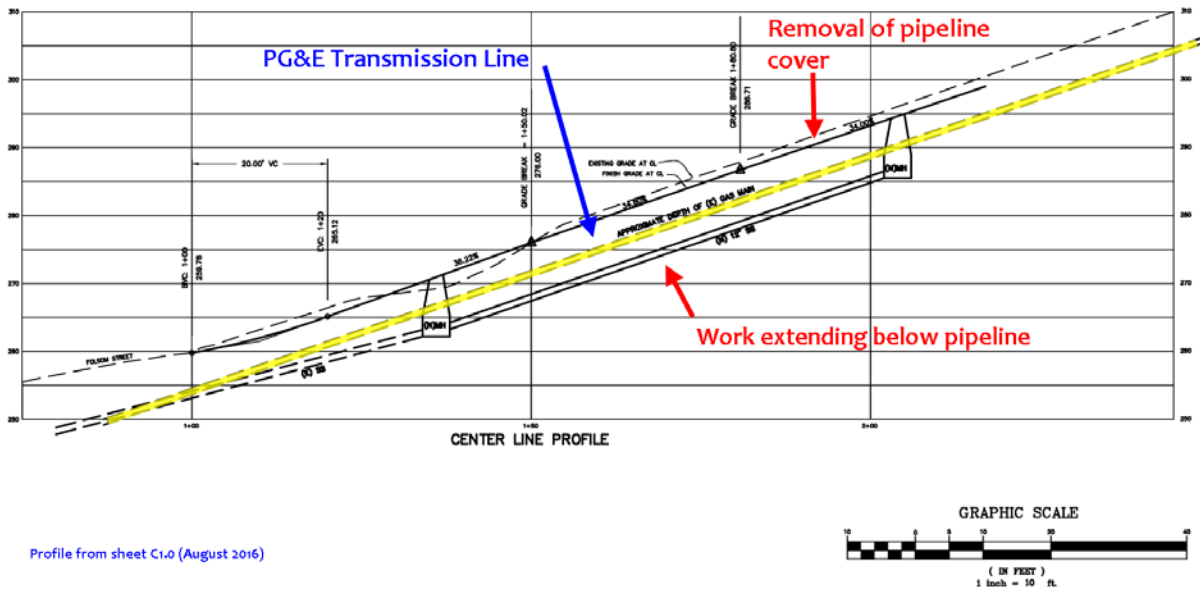


Figure 6: Plans call for removal of pipeline cover as well as construction work below the existing pipeline.

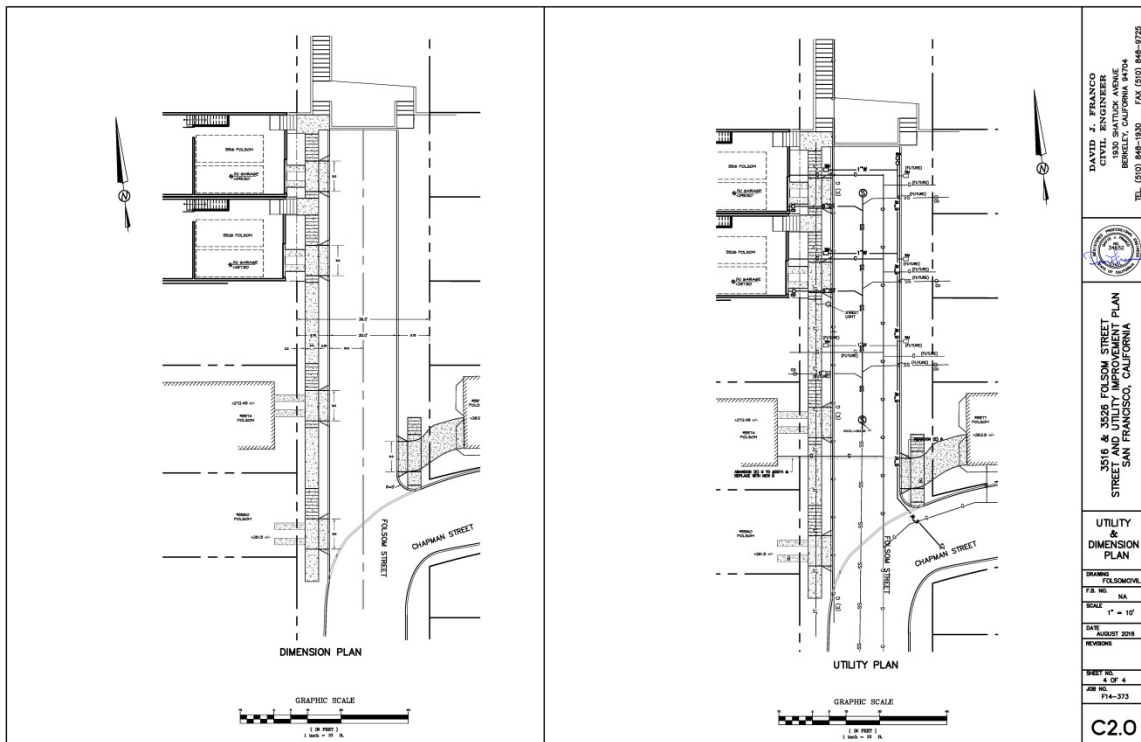


Figure 7: Proposed utilities immediately adjacent to the PG&E transmission line.

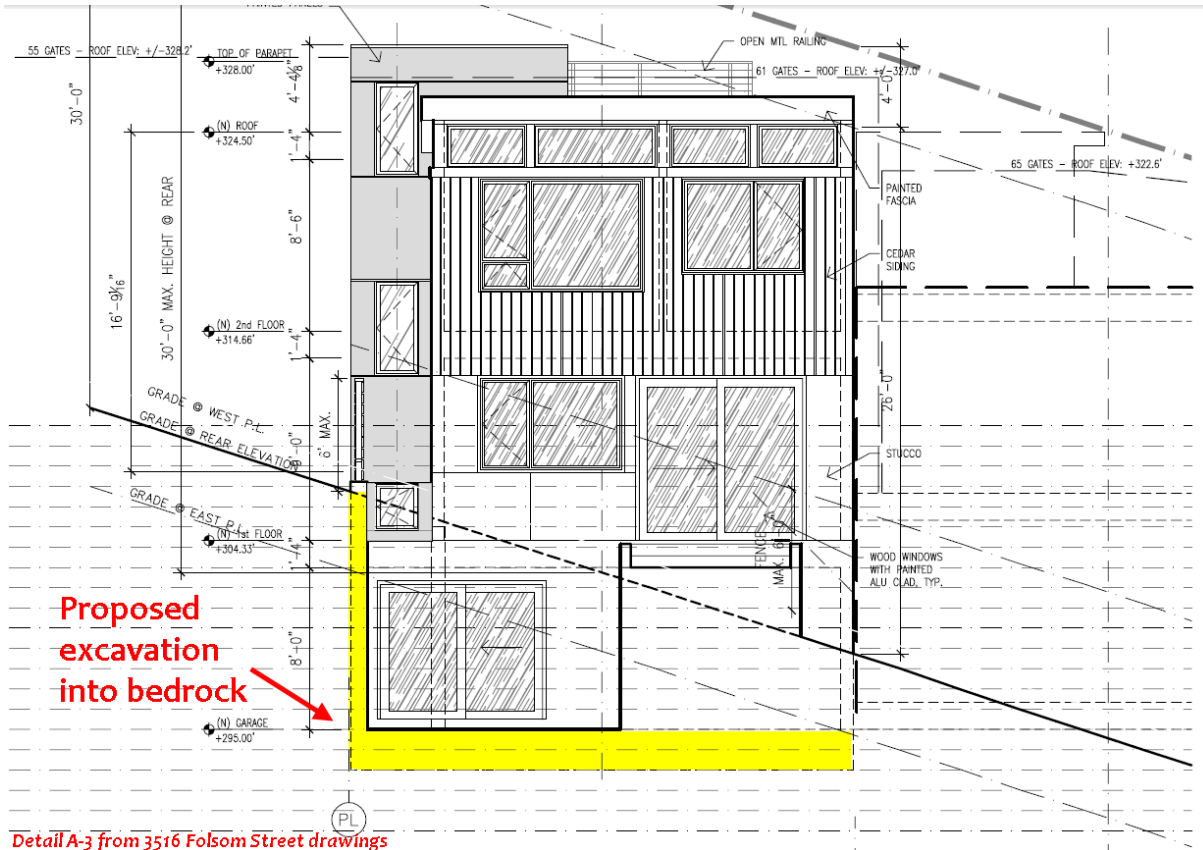


Figure 8: Significant cuts into bedrock resulting in ground vibrations.



No payments for services have been received and no future promises of compensation have been offered.

I reserve the right to update my independent review based on new information.

Please contact me with any questions or comments by phone at (510) 225-5389 or via email at rune@storesundconsulting.com.



Sincerely,

STORESUND CONSULTING

Rune Storesund, D.Eng., P.E., G.E.
Consulting Engineer

UC Berkeley Center for Catastrophic Risk Management
Executive Director

Attachment Dr. Rune Storesund Resume



PROFESSIONAL RESUME

Rune Storesund, D.Eng., P.E., G.E.
Consulting Engineer

EDUCATION:

D. Eng Civil Engineering, University of California, Berkeley, 2004-2009
(*Dissertation: Life-Cycle Reliability-Based River Restoration*)
Management of Technology Certificate Program, HAAS, UC Berkeley, 2007
M.S. Civil Engineering, University of California, Berkeley, 2002 (Geotechnical Engineering)
B.S. Civil Engineering, University of California, Berkeley, 2000
B.A. Anthropology, University of California, Santa Cruz, 2000

QUALIFICATIONS:

- California, Civil Engineer, RCE 64473
- California, Geotechnical Engineer, GE 2855
- Louisiana, Civil Engineer, RCE 35034
- Hawaii, Civil Engineer PE-15439
- Washington, Civil Engineer PE 52924
- California Safety Assessment Program Disaster Service Worker
- NAUI Scuba Diver Openwater I (1994)
- Offshore Survival Certification

EXPERIENCE:

Dr. Storesund has 16 years of planning, design, engineering, and construction experience and has worked on a variety of projects throughout California, the United States, and internationally. Dr. Storesund provides consulting services in all aspects of civil, geotechnical, water resources, ecological, restoration, and sustainability engineering projects. His expertise is on the application of reliability and risk-based approaches to engineering projects (with a specialization in environmental restoration and flood control projects) in order to effectively manage project uncertainties. Dr. Storesund has participated in all aspects of engineering projects; from preliminary reviews to detailed analyses to construction observations and post-project monitoring. He provides expert forensic engineering services for geotechnical and civil infrastructure systems. In addition to traditional engineering services, he provides consultations on field instrumentation and monitoring programs as well as Terrestrial LiDAR field survey services. His doctoral research was on life-cycle, reliability-based river restoration.

Dr. Storesund is the Executive Director of UC Berkeley's Center for Catastrophic Risk Management (risk.berkeley.edu). The Center for Catastrophic Risk Management (CCRM) is a group of academic researchers and practitioners who recognize the need for interdisciplinary solutions to avoid and mitigate tragic events. This group of internationally recognized experts in the fields of engineering, social science, medicine, public health, public policy, and law was formed following the tragic consequences of Hurricane Katrina to formulate ways for researchers and experts to share their lifesaving knowledge and experience with industry and government. CCRM's international membership provides experience across cultures and industries that demonstrate widespread susceptibility to pervasive threats and the inadequacy of popular, checklist-based remedies that are unlikely to serve in the face of truly challenging problems.

Dr. Storesund serves as an on-call expert Geotechnical Engineer to the State of California's Department of Consumer Affairs for their annual examination.



PROJECTS:

Projects Dr. Storesund has worked on are listed below:

Environmental Restoration

Louisiana Coastal Protection and Restoration (LACPR): Working with Environmental Defense, Dr. Storesund provided consultation services on proposed coastal restoration efforts in Louisiana, submitted by the United States Army Corps of Engineers (USACE). Dr. Storesund developed planning and design evaluation metrics by which to evaluate the adequacy of the proposed restoration alternatives. Additionally, Dr. Storesund is performed a technical review of the risk-based design prepared by the USACE.

Yosemite Slough Restoration: Dr. Storesund served as a project engineer, providing geotechnical recommendations during design. Project specifications were developed for this restoration project in San Francisco, California. The USACE SPECSINTACT program was used to develop the specifications.

Hamilton Wetland Restoration Project Shaping Contract, Novato, California: Dr. Storesund served as the geotechnical engineer of record for this earthwork project to shape dredge spoils into habitat features. Four areas (North Seasonal Wetland, Wildlife Corridor, Tidal Panne, and South Seasonal Wetland), each having different habitat requirements, were configured as part of the restoration project. A special low-permeability bottom was developed to minimize water infiltration and maximize salt retention in the seasonal tidal areas (habitat feature).

Redwood Creek, Napa County, California: Dr. Storesund provided topographic as-built and photographic documentation for this in-stream habitat enhancement project. Boulder features were added to provide channel roughness and resting pools for migrating fish.

Upper Napa River Restoration Project, Napa County, California: Dr. Storesund served as the lead engineer providing civil, geotechnical, environmental, hydrological engineering and topographic mapping services for a four-mile stretch of the Napa River south of Calistoga, California. The project was sponsored by the California Land Stewardship Institute.

Sulphur Creek Monitoring, Hayward, California: Dr. Storesund is conducting annual geomorphic monitoring (for a total of 10 years) of this completed restoration project in Hayward, California. The project included slope stabilization and installation of habitat features (rock boulders). The monitoring includes surveys (cross-sectional, thalweg) and photo monitoring.

Kirby Canyon Landfill Mitigation, Santa Clara County, California: Dr. Storesund provided geotechnical engineering recommendations for this dam removal and creek restoration project. The site is located in a very steep canyon, with high gradients. In addition, the dam had been overtopped during previous storms, resulting in very deeply incised ravines forming (which needed to be backfilled).



Waldo Point Wetland Restoration, Marin County, California: This project is a wetland restoration project. Dr. Storesund provided topographic survey and piezometer monitoring services to establish connectivity parameters between San Francisco Bay and the proposed wetland mitigation site.

Huichica Creek Fish Passage: A fish-friendly culvert was designed as part of Caltrans' Highway 36 widening project in Sonoma County, California. Dr. Storesund developed the conceptual and final designs, project specifications, and project cost estimate.

Great Valley Grasslands, Merced County, California: Dr. Storesund served as the project manager and project engineer for this floodplain reconnection project at the Great Valley Grasslands State Park. His evaluations consisted of a site reconnaissance, erosion/scour susceptibility screening, and hydraulic analysis of inundation through a series of existing culverts.

Pond 1 Restoration, Mountain View, California: Storesund Consulting performed a topographic survey of existing conditions to develop a base map for grading to alter onsite flood discharge to minimize inundation times (and prevent die-off of vegetation due to temporary storm water retainage). We developed grading plans, specifications, performed construction staking and performed an as-built survey using Terrestrial LiDAR methods.

ECCC Souzal, Antioch, California: Storesund Consulting performed a high-resolution RTK GPS survey of this wildlife area in order to generate a detailed topo to evaluate micro-watersheds for vernal pool development.

Hess Creek Restoration, Clayton, California: Storesund Consulting performed a high-resolution RTK GPS survey of this incised creek stretch to be restored. The survey results were integrated with available aerial LiDAR topography. We also provided geotechnical recommendations for the restoration plans.

Rancho San Vicente, New Almaden, California: Storesund Consulting provided geotechnical recommendations for this restoration project which involved the removal/stabilization of 16,000 CY of earthen fill dumped into a ravine on County Park Land. The recommendations involved environmental contamination, grading operations, temporary haul roads, slope stability, and earthwork.

Port of Richmond, Operable Unit 2: Dr. Storesund provided geotechnical design on this environmental remediation and restoration project within the Port of Richmond. The mitigation consisted of a subaqueous cap (comprised of Bay Mud) in the inlet, installation of rip-rap along the shoreline revetment zone, and installation of a concrete facing and asphalt concrete cap to isolate in place sediments.

Port of Oakland, Operable Unit 2: Dr. Storesund provided geotechnical design support services to Land Marine Geotechnics on this reclamation and restoration project within the Port of Oakland. Dredged spoils were used to abandon a deep-draft U.S. Navy pier at the Port of Oakland.



Storm Water Pollution Prevention Plans

Oakley Civic Center Frontage Improvements, State Route 4, Oakley, California: A SWPPP was prepared for this widening project in Oakley. The existing Main Street in the project limits has two westbound lanes and one lane eastbound. The project added pavement, roadway entries/exits, curb, gutter and sidewalks on the south side of Main Street, as well as street lights along both sides of Main Street.

Brentwood Boulevard Widening and Reconstruction From Woodfield Lane to Central Boulevard, Brentwood, California: A SWPPP was prepared for this project which widens the current Brentwood Boulevard (State Route 4) between Woodfield Lane and Central Boulevard from the existing geometry of a three-lane with two way left turn lanes to a four-lane roadway with a raised landscape median and turn pockets at intersections. Project demolition included removal of curb and gutter, sidewalk sections, damaged pavement sections, and removal of select trees.

Mainstreet Roadway Improvement Plans for Subdivision 8916, Oakley, California: A SWPPP was prepared for this roadway improvement project in Oakley, California. The project added pavement curb & gutter and sidewalk to the west side of the existing roadway in order to facilitate future addition of a second eastbound lane.

Sand Creek Road Intersection Improvement Project, Brentwood, California: A SWPPP was prepared for this project which expands an existing intersection and widens the roadway. The project added pavement, curb & gutter, and sidewalks.

Sausalito Yacht Harbor, Sausalito, California: Dr. Storesund developed a design for treatment of storm water runoff in the large parking lot adjacent to the Sausalito Yacht Harbor as part of a bulkhead wall replacement project. The design involved the installation of a permeable rock infiltration zone under a walkway area. This infiltration area was designed to treat storm water runoff before it enters Richardson Bay.

Flood Control

California Rural Levee Repair Criteria Committee: This advisory committee was charged with developing rural levee repair and improvement criteria to be applied for planned or emergency work. The group worked in conjunction with DWR, interested stakeholders, and USACE. Dr. Storesund provided engineering (seismic, geotechnical marine, ecological, water resources) and risk-based decision making input to this group. This committee was active between 2012 and 2014.

USACE West Sacramento Flood Control Project, West Sacramento, California: Dr. Storesund served as a field engineer responsible for field construction quality control program, which consisted of sand cone density testing, nuclear gauge density testing, associated geotechnical laboratory testing, and issuing a final services during construction report.



Warm Springs Dam Control Structure Study, Sonoma County, California: Dr. Storesund served as the project manager and project engineer for this crack evaluation study for the San Francisco US Army Corps of Engineers. The study was performed in conjunction with PB. The vertical control structure for Warm Springs Dam suffered from water infiltration due to cracking of the concrete control structure. A LiDAR imaging and visual observation mapping was conducted of the cracks. Repair recommendations and cost estimate were provided to the US Army Corps of Engineers.

Las Gallinas Coastal Inundation Study, Marin County, California: Dr. Storesund served as a project engineer for this study (for the San Francisco US Army Corps of Engineers) that evaluated overtopping conditions during storm events for an existing flood protection system. Dr. Storesund developed a GIS terrain and inundation maps based on overtopping analyses.

Upper Penitencia Creek, Subsurface Geotechnical Exploration, Santa Clara County, California: Dr. Storesund served as the project engineer for this United States Corps of Engineers project which consists of on-land, subsurface geotechnical exploration along a portion of Upper Penitencia Creek. The requested services include drilling, sampling, field classification, laboratory testing, and Unified Soil Classification System (USCS) for soil borings at select locations along the creek alignment. The purpose of the soil borings was to provide subsurface data for the preliminary design of flood control structures, such as levees, floodwalls, culverts, and weirs along Upper Penitencia Creek. Dr. Storesund coordinated and managed Fugro's field operation exploration program that consisted of 22 soil test borings. Following the field exploration, Dr. Storesund managed the QA/QC review of all field and laboratory data. Dr. Storesund also managed the data report preparation.

Geotechnical Study Northern Borrow Area, Bulge And Pacheco Pond Levees, Hamilton Wetlands Restoration Area, Novato, California: Dr. Storesund served as the project engineer for this project which consisted of a geotechnical study for the Bulge and Pacheco Levees located in the Hamilton Wetlands Restoration Area. The project site is situated at the former Hamilton Army Air Field in Novato, California. The purpose of the geotechnical field exploration and laboratory testing program was to obtain information on subsurface conditions in the Northern Borrow Area in order to estimate the amount and nature of potential borrow material. The scope of services performed included:

- Conducting a field exploration program consisting of 18 test pits to determine the subsurface profile in the Northern Borrow Area;
- Conducting a laboratory testing program to obtain soil properties of the samples collected during our field exploration; and
- Preparing this geotechnical report presenting the results of our geotechnical field exploration, laboratory testing program, and a discussion of the exploration results.
- Specified development / review



USACE San Lorenzo Flood Control, Santa Cruz, California: Dr. Storesund served as a field engineer responsible for field density testing, performing associated geotechnical laboratory testing, and issuing a final services during construction report for this levee project in Santa Cruz.

USACE Napa River Flood Protection, Napa, California: Dr. Storesund served as a field engineer responsible for field density testing, performing associated geotechnical laboratory testing, and issuing a final services during construction report for this levee project in Napa.

Codornices Creek Restoration Project, Between Fifth and Eighth Streets, Albany and Berkeley, California: Dr. Storesund served as the project engineer for this geotechnical study. The purpose of this project is to restore the existing Codornices Creek, located between the City of Albany and the City of Berkeley, to a more natural setting using bioengineering and biotechnical methods. Dr. Storesund was responsible for the geotechnical field exploration and laboratory-testing program. The scope of our services included: Compiling and reviewing available geotechnical and geologic data; conducting a field exploration and laboratory-testing program; evaluation of slope stability and erosion susceptibility; development of embankment fill recommendations and general construction considerations; and preparing a final geotechnical report that included the results of our geotechnical field exploration and laboratory testing program, discussion of geotechnical issues, and geotechnical recommendations

Water Storage Reservoirs

Napa, Sonoma, and Lake Counties, California: Provided engineering design recommendations and construction observations services for water storage reservoirs for various agricultural clients. Reservoirs are off-stream, agricultural purpose reservoirs or are on-stream reservoirs with embankment heights less than 25 feet and store less than 50 acre-feet. Thus, the reservoirs are not within the jurisdiction of the California Department of Dam Safety (DSOD). Projects include construction of earth embankments and placement of either low permeability compacted soil liners or installation of geosynthetic liner systems.

- **Brooks Reservoir, Napa County, California:** 2.5 acre-foot, off-stream water storage reservoir formed by constructing three earthen embankments and lined with a geosynthetic liner.
- **Platt Reservoir, Sonoma County, California:** An off-stream reservoir formed by constructing a compacted earthen embankment with on-site soils. The reservoir was lined with a geosynthetic liner. The project included installation of an underdrain system to preclude the "floating" of the synthetic liner if the reservoir is drained during periods of high groundwater as well as a cut slope drain to intercept hillside groundwater flows. Dr. Storesund was also responsible for issuing a final services during construction report for the project.



- **Mondavi Dutra Dairy Reservoir, Napa County, California:** Dr. Storesund served as a field engineer responsible for embankment keyway inspections, field density testing, and concrete placement quality control during the enlargement of this reservoir in Napa County. Dr. Storesund was also responsible for issuing a final geotechnical services during construction report for the project.
- **Amber Knolls Reservoir, Lake County, California:** Dr. Storesund served as a field engineer responsible for embankment keyway inspections, field density testing, and concrete placement quality control during the construction of this reservoir in Lake County. Dr. Storesund was also responsible for issuing a final geotechnical services during construction report for the project.
- **Red Hills Reservoir, Lake County, California:** Dr. Storesund served as a field engineer responsible for embankment keyway inspections, field density testing, and concrete placement quality control during the construction of this reservoir in Lake County. Dr. Storesund was also responsible for issuing a final geotechnical services during construction report for the project.
- **Chimney Rock Vineyard, Napa County, California:** Dr. Storesund served as a field engineer responsible for embankment keyway inspections and field density testing during the construction of this reservoir in Napa County.
- **Hershey Vineyard Reservoir, Sonoma County, California:** Dr. Storesund served as a staff engineer responsible for generating design recommendations and issuing of a final geotechnical design report for this reservoir project in Sonoma County.
- **BV Reservoir No. 10 Rehabilitation, St. Helena, California:** Dr. Storesund served as a field engineer responsible for the execution of the field investigation program and issuance of a final geotechnical design report for this reservoir rehabilitation project in St. Helena.

Off-Stream Storage Projects (Sonoma and Santa Clara Counties, California): Dr. Storesund worked in close conjunction with the Center for Ecosystem Management and Restoration (CEMAR) and Trout Unlimited (TU) on a number of off-stream water storage reservoir projects, designed to help landowners manage water resources in a manner that balances water use with habitat and minimum required in-stream flows for listed coho salmon and steelhead trout. These projects include:



- **Grape Creek Streamflow Stewardship Project, Healdsburg, California:** Dr. Storesund served as the project manager and project engineer for this off-stream reservoir storage project, providing all aspects of engineering planning (permit assistance, conceptual layouts), design (site geotechnical exploration and survey, analyses, development of plans, specifications, and estimates), and construction oversight during construction. The Grape Creek Streamflow Stewardship Project (GCSSP) is a cooperative project designed to help landowners manage water resources in a manner that balances water use with habitat and minimum required in-stream flows for listed coho salmon and steelhead trout. An existing flashboard dam and containment berm was replaced with a new reservoir adjacent to the creek to allow passage of river flows while providing the farmer with an agricultural water supply.
- **Little Arthur Creek Streamflow Stewardship, Healdsburg, California:** Dr. Storesund served as the project manager and project engineer for this off-stream reservoir storage project, providing all aspects of engineering planning (permit assistance, conceptual layouts), design (site geotechnical exploration and survey, analyses, development of plans, specifications, and estimates), and construction oversight during construction. The Little Arthur Creek Streamflow Stewardship Project (LACSSP) is a cooperative project designed to help landowners develop water supply security in a manner that improves in stream flows and habitat for listed steelhead trout.
- **Pescadero Creek Streamflow Stewardship, Healdsburg, California:** Dr. Storesund served as the project manager and project engineer for this off-stream reservoir storage project, providing all aspects of engineering planning (permit assistance, conceptual layouts), design (site geotechnical exploration and survey, analyses, development of plans, specifications, and estimates), and construction oversight during construction. The Pescadero Creek Streamflow Stewardship Project is a cooperative project designed to help landowners develop water supply security in a manner that improves in stream flows and habitat.

Whitethorn Elementary School Auxiliary Water Storage System, Whitethorn, California: Dr. Storesund served as the principal engineer on this conservation project performed in collaboration with Trout Unlimited and Sanctuary Forest. The project entailed installation of sixteen 5,000 gallon water tanks so that the school could divert water during wet months. Dr. Storesund performed the permitting, planning, engineering, construction bid documentation, and review services.

Residential

MLK Plaza Homes, Oakland, California: Dr. Storesund provided field density testing services for this low income housing project in Oakland. The project consisted of constructing thirteen new two-story residential structures at the site as well as associated improvements.



Standard Pacific Homes' Dublin Ranch, Dublin, California: Dr. Storesund served as a field engineer for this residential development in Dublin, observing mass grading operations, performed field density tests on housing pads, roadways, utility trenches, special inspections on rebar placement, concrete placement, post-tensioning, and performed related geotechnical laboratory testing. Dr. Storesund was also responsible for inspection and evaluation of erosion control systems in place during mass grading operations.

Palomares Hills, San Anselmo, California: Dr. Storesund served as a field engineer providing construction observations and field density testing during construction of retaining walls for this residential development.

Lund Ranch Creek, Pleasanton, California: Dr. Storesund provided construction observation services during a creek restoration project located within the Lund Ranch Creek residential development in Pleasanton. The restoration project involved bank erosion mitigation through placement of rock rip rap.

University Avenue Housing, Berkeley, California: Dr. Storesund served as a field and project engineer for this multi-unit residential housing project. An existing Salvation Army structure and parking lot were demolished and replaced with the new housing structure. Dr. Storesund performed the field exploration, engineering analyses, foundation recommendations, and prepared the final geotechnical design report.

The Estates at Happy Valley, Sun City, Arizona: Dr. Storesund served as a field engineer responsible for the execution of a field investigation program, which involved hollow stem auger drilling and geotechnical sampling for this mass grading residential development project in Sun City.

Educational

Children's Hospital Oakland Upgrade, Oakland, California: Dr. Storesund served as a staff engineering providing pipeline thrust block design recommendations for this facility upgrade project in Oakland.

Bessie Carmichael School, San Francisco, California: Dr. Storesund served as a staff engineer providing drilled pier design recommendations for this new school situated between the existing Saint Michael Ukrainian Orthodox Church and the Vineyard Christian Fellowship Church in San Francisco. It is three-story structure with a total footprint area of approximately 24,000 square feet. The facility features a single-story gymnasium and multi-purpose room with an elevated roof, a central courtyard area, and an asphalt-paved playground adjacent to the school building.

Blue Oaks School, Napa, California: Dr. Storesund served as a field engineer for this school renovation project in Napa. The field services consisted of field density testing on pavement subgrades and base rock.

Vista College Facility, Berkeley, California: Dr. Storesund served as a field engineer responsible for logging test pits to identify the foundations for existing structures surrounding the project site. The facility upgrade consisted of a new six to eight-story building for Vista College on the south side of Center Street, between Shattuck Avenue and Milvia Street in Berkeley. Excavations on the order of 15 to 20 feet were required to construct the basement level. The new foundations consisted of 36-inch diameter drilled piers with lengths from 50 to 70 feet.



Commercial

New Alameda Elementary School, Alameda, California: Dr. Storesund served field as a field engineer responsible for the execution of the field exploration for this project. The new school will consist of classroom buildings and multi-use buildings. The scope of work for this investigation included a site reconnaissance by a State of California Certified Engineering Geologist, subsurface exploration utilizing both exploratory borings and Cone Penetration Testing, laboratory testing, engineering analyses of the field and laboratory data, and preparation of this report. The data obtained and the analyses performed were for the purpose of providing design and construction criteria for site earthwork, building foundations, slab-on-grade floors, retaining walls and pavements.

Ocean Branch Library, San Francisco, California: Dr. Storesund served as a staff engineer responsible for generating foundation recommendations for this new library structure in San Francisco.

Clear Channel Outdoor, Oakland, California: Dr. Storesund served as a staff engineer responsible for providing drilled pier design recommendations for this outdoor billboard structure. The proposed billboard structure was supported by four 24-inch diameter, 3/8-inch thick hollow steel pipe columns.

JB Radiator Complex, Sacramento, California: Dr. Storesund provided geotechnical recommendations for foundation grading for a new storage tank at a site with expansive soils.

Linde Processing Facility, Richmond, California: Dr. Storesund performed a field exploration program (CPT) to characterize onsite soil conditions and provided foundation design recommendations for new infrastructure developments at the property.

Moraga Country Club Landslide Mitigation, Moraga, California: Dr. Storesund served as a field engineer for three landslide mitigation projects at the Moraga Country Club. Dr. Storesund provided field density testing services and general construction observations. He was responsible for summarizing the field data and issuing a construction report.

Moss Landing Powerplant, Moss Landing, California: Dr. Storesund served as a field engineer for this power plant upgrade project in Moss Landing. Dr. Storesund provided construction observations auger cast pile installation for the main generating structure and piezometer monitoring during the construction and dewatering of the water cooling intake structure.

Coliseum Lexus Dealership, Oakland, California: Dr. Storesund served as a staff engineer responsible for generating foundation design recommendations and issuing the final geotechnical report for this dealership in Oakland.

Infiniti of Oakland Dealership, Oakland, California: Dr. Storesund served as a field engineer responsible for the implementation and execution of the field investigation program for this project which consisted of advancing three cone penetration tests (CPTs). In addition, he was also responsible for generating foundation design recommendations and issuing a final geotechnical design report.

Sho*Ka*Wah Casino Bridge, Hopland, California: Dr. Storesund served as a field engineer for this bridge and parking lot and suspension bridge project in Hopland. Dr. Storesund provided concrete sampling, keyway inspection, and field density testing services during construction.



Anthropologie – Berkeley, Berkeley, California: Dr. Storesund served as a field engineer responsible for executing the field exploration program for this structural upgrade project in Berkeley. Dr. Storesund was also responsible for the issuing of a final geotechnical design report

2150 Shattuck, Berkeley, California: Dr. Storesund served as a field engineer for this seismic retrofit project in Berkeley. Dr. Storesund was responsible for the monitoring of micropile installation and load testing. He was also responsible for quality control of the injected micropile grout.

Bayer Building 55, Berkeley, California: Dr. Storesund served as a field engineer responsible for field density testing services during construction for this new commercial facility in Berkeley.

Chino Bandito, Chandler, Arizona: Dr. Storesund served as a field engineer responsible for the execution of the field investigation program, which involved hollow stem auger drilling and geotechnical sampling for this 11,500 square foot commercial development project in Chandler.

150 Powell Street, San Francisco, California: Dr. Storesund served as the project manager and project engineer for this structural renovation project near Union Square. The historic building required the façade structure to be saved and incorporated into the new structure. Dr. Storesund developed and implemented an exploration program that involved test pits to expose and evaluate the condition of spread footings. Foundation design services were also provided for temporary construction features (tieback walls, support frame for façade) and permanent features (foundations) as well as support and observation services during construction.

390 Fremont Street, San Francisco, California: Dr. Storesund provided geotechnical engineering support to a property owner adjacent to a high-rise construction project that involved installation of a shoring system, excavation to a depth of 70 ft, excavation of soil and bedrock, and development and evaluation of a monitoring program during the excavation activities.

Waterfront and Offshore Facilities

California Tsunami Hazard Policy Committee: The California Tsunami Policy Working Group (CTPWG) is a voluntary advisory body operating under the California Natural Resources Agency (CNRA), Department of Conservation, and is composed of experts in earthquakes, tsunamis, flooding, structural and coastal engineering and natural hazard policy from government, industry, and non-profit natural hazard risk-reduction organizations. The working group serves a dual purpose as an advisor to State programs addressing tsunami hazards and as a consumer of insights from the SAFRR Tsunami Scenario project, raising awareness and facilitating transfer of policy concepts to other coastal states in the nation. CTPWG's role is to identify, evaluate and make recommendations to resolve issues that are preventing full and effective implementation of tsunami hazard mitigation and risk reduction throughout California's coastal communities. Dr. Storesund provided engineering (seismic, geotechnical marine, ecological, water resources) and risk-based decision making input to this group. This committee was active between 2011 and 2013.

Emeryville Shoreline Protection Project, Emeryville, California: Dr. Storesund was a project engineer overseeing the construction of this shoreline improvement project. Site grades were raised 2-4 feet above existing grade and an enlarged shoreline breakwater slope was constructed.



Alcatraz Hydrodynamic Evaluation, City and County of San Francisco, California:

Dr. Storesund was the project manager and project engineer for this coastal hazard screening evaluation at Alcatraz. The purpose of the screening was to inform long-range planning activities, accounting for shoreline erosion and sea level rise. The recommendations were provided to the National Park Service, in association with Kleinfelder.

Emeryville Marina Breakwater, Emeryville, California:

Dr. Storesund was a project engineer responsible for the planning and execution of a field exploration and geotechnical laboratory testing program for this breakwater and pier project in Emeryville. Dr. Storesund also completed the geotechnical design recommendations and issued the design report.

Nelson's Marine Shoreline Stabilization, Alameda, California:

Dr. Storesund served as the project manager and project engineer for this shoreline stabilization and remediation project at an abandoned boat yard within the Oakland Estuary. The project required an alternatives analysis (approach and cost estimate), decision matrix, development of remediation plans, specifications, and estimates. Field efforts included site surveys (RTK GPS) and geotechnical exploration.

Seadrift Shoreline Study, Stinson Beach, California:

Dr. Storesund served as a project engineer and performed a site characterization study (based on historical topographic maps and aerial photographs), conducted hydrodynamic characterization, and aided with the design of the extension of an existing sheet pile bulkhead system along Bolinas Lagoon.

Loch Lomond Breakwater Improvement Project, San Rafael, California:

Dr. Storesund was the project manager and a project engineer for the improvement of an existing 1,500 foot long rip rap breakwater structure. He performed a hydrodynamic evaluation during the planning phase to establish design criteria, managed the project (preparation of project plans, specifications, and estimates), and provided civil and geotechnical engineering expertise.

Harbor Point Shoreline Stabilization Project, Tiburon, California:

Dr. Storesund served as a project engineer and performed a site characterization study (based on historical topographic maps and aerial photographs), conducted hydrodynamic characterization, and aided with the design of a shoreline stabilization solution.

Martin Luther King Jr. Drive Shoreline Study, Bay farm Island, California:

Dr. Storesund served as the project manager and project engineer for this Bay Trail feasibility study for the East Bay Regional Park District (teamed with Creegan D'Angelo Engineers). Dr. Storesund prepared a screening-level coastal engineering guidance document and technical review of alternative plan elements.

Richmond Marina Breakwater Improvements, Richmond, California:

Dr. Storesund served as a support staff engineer for this breakwater improvement project in Richmond. The project entailed wave and tide surveys, wind pattern evaluations, and preliminary foundation recommendations to upgrade an existing breakwater structure.



Third Street Boat Ramp, Lakeport, California: Dr. Storesund was a staff engineer responsible for organizing and performing the geotechnical exploration for this public boat ramp improvement project in Lakeport.

Dow Chemical Wharf, Pittsburg, California: Dr. Storesund was the project manager and a project engineer for the evaluation of an existing wharf to evaluate its ability to accommodate larger supply ships. After the initial review, Dr. Storesund was responsible for the development of alternatives, preparation of project permits, design of a new mooring system (including specifications and cost estimate), and construction observations and load testing.

Alviso Marina County Park, Alviso, California: Dr. Storesund served as a field engineer responsible for the implementation of Fugro's geotechnical exploration for the Alviso Marina County Park, Phase 1 Master Plan Implementation Project in Alviso. The geotechnical exploration consisted of two test borings, two Cone Penetration Tests (CPTs). Fugro evaluated the geotechnical conditions for the design and construction of the new parking area, a planted mound area (which includes the placement and compaction of up to 5 feet of engineered fill), and a 24-inch high by 18-inch wide flood control wall.

Brooklyn Basin Dredging Study, Oakland, California: Dr. Storesund served as the project manager for this maintenance dredging study commissioned by the San Francisco US Army Corps of Engineers to URS Corporation.

Pipelines and Water tanks

NCFCWCD South Segment Sewer Replacement, Napa, California: Dr. Storesund served as a field engineer, observing construction of a 54-inch to 66-inch diameter sanitary sewer line in Napa. The project, separated into two segments, realigned and replaced approximately 4,500 lineal feet of mainline sewer outside the river flood plain as part of the Napa River Project. Construction observations pertained to pressure grouting ground improvement, pipeline subgrade inspections, pipe bedding and backfill observations, trench backfill density testing, AC pavement density testing, concrete sampling, pipe segment seal testing, and observations of lightweight concrete backfill of old sewer line.

PG&E Line 131 Piggings Project, Alameda County, California: Dr. Storesund served as field engineer, coordinating and conducting geotechnical exploratory test pits for a new PG&E maintenance access facility to service two 18-inch, high-pressure, gas mains. Site improvements included an enlarged access road and maintenance pad, rock cut slopes, and minor pipeline realignment.

Newby Island Gas Transmission Pipeline, Milpitas, California: Dr. Storesund served as a field engineer providing construction observations on trench backfill operations on a landfill methane gas recovery pipeline installed at the base of an existing Santa Clara County Flood Control Levee. Trench backfill consisted of lightweight concrete slurry, designed to isolate the installed pipeline and protect the structural integrity of the existing levee system.



Earthquake Fault Explorations

South Transmission System Project Tanks, Sonoma County, California: Dr. Storesund served as a field engineer during the geotechnical exploration of this project. Seven water tank sites were evaluated during the field operations. Geotechnical explorations included seismic refraction studies, vertical soil borings, and geologic reconnaissance mapping.

Girard Vineyard, 50k Gallon Water Tank, Napa County, California: Dr. Storesund served as a field engineer during the geotechnical exploration of this project. Two tank sites were evaluated during the field operations by excavating test pits. Site-specific foundation design recommendations were generated.

Granada Sanitary District CIP, San Mateo County, California: Dr. Storesund organized and performed the field exploration for this project which consisted of "jack and bore" operations under Highway 1 in Granada. Engineering foundation design recommendations were generated for temporary shoring required during the construction process.

North Livermore Properties, Livermore, California: Dr. Storesund served as a support field engineer for the project geologist on this fault rupture hazard study in Livermore. Tasks included geologic mapping, study of stereo-paired aerial photographs, and an extensive fault trenching investigation. Dr. Storesund was responsible for the setup of the fault trench shoring and dewatering pumping system design. Dr. Storesund also assisted the project geologist in field logging the excavated fault trench.

Centex Homes' Farber Property, Livermore, California: Dr. Storesund served as a field engineer, assisting the project geologist, for a fault rupture hazard study for a proposed residential development located within the Alquist-Priolo Special Studies Zone for the Greenville Fault. The investigation included excavation and detailed logging of two trenches, totaling over 800 feet in length.

Alameda County Sheriff's Facility Landslide Assessment, Hayward, California: Dr. Storesund served as a field engineer providing assistance during the fault trenching phase of the field investigation. The project involves demolishing the existing Animal Control Facility and constructing a new 160,000 square foot building that will include facilities for the Sheriff and Coroner and a parking garage for about 500 cars. The proposed building will be a multi-level structure, and the garage will extend one or two levels below grade. The structure will be a critical facility and must remain operational following an earthquake. Other improvements will include driveways, a visitor's parking lot, underground utilities and landscaping. Preliminary schematics suggest that the facility will occupy the entire 4-acre site. The project included evaluating potential landslide and surface fault rupture hazards at the site.

Osgood Road Fault Trench, Fremont, California: Dr. Storesund served as the project manager responsible for the organization and implementation of backfill operations on a fault rupture hazard study for a proposed new PG&E gas main alignment in Fremont within a BART right-of-way zone. A total of three trenches (totaling approximately 350 linear feet and 12 feet deep) were excavated and backfilled according to BART specifications.



Dumbarton Quarry and Associates, Hayward, California: Dr. Storesund served as a support field engineer for the project geologist on this fault rupture hazard study project at the La Vista Quarry in Hayward. Tasks included geologic mapping, study of stereo-paired aerial photographs, and an extensive fault trenching investigation. Dr. Storesund was responsible for the setup of the fault trench shoring and dewatering pumping system design. Dr. Storesund also assisted the project geologist in field logging the excavated fault trench

LBL-50X AP Fault Study, Berkeley, California: Dr. Storesund acted as a field engineer for the fault location study for a proposed 6-story building to be constructed on a steep hillside within the State designated Fault Rupture Hazard Zone for the active Hayward Fault. The steep, vegetated slope made excavation of continuous trenches difficult and numerous trenches had to be excavated to provide appropriate coverage. No evidence of active or potentially active faulting was encountered in the trenches.

Transportation

Caltrans I-238 Widening Project, Alameda County, California: Dr. Storesund served as both a field engineer responsible for the coordination and implementation of the field investigation program and a staff engineer performing design calculations and analyses. The I-238 project includes the widening of the freeways and related replacement or improvement of existing connectors, overcrossings, and railroad underpasses. Existing embankments are to be widened which requires installation of concrete and MSE retaining wall. Field investigations performed for the project included an extensive subsurface exploration program utilizing continuous flight solid and hollow stem augers, rotary wash borings and Cone Penetration Test (CPTs) soundings. In addition, available subsurface data from previous investigations was reviewed as were published geologic and soil survey data. The field exploration program was complemented with geotechnical laboratory testing. Following completion of the field investigation and laboratory testing, analyses were performed to evaluate geotechnical engineering aspects of project, particularly settlement and liquefaction hazard studies.

Caltrans I-880/Mission Boulevard Widening Project, Alameda County, California: Dr. Storesund served as a support staff engineer for the I880/Mission Boulevard Widening Project. The project involved over 100 test borings, geotechnical laboratory analyses, engineering foundation design recommendations, flexible pavement design, and seismic design criteria for five roadway bridges and one railroad bridge. Other improvements included: a cut and cover tunnel box, box culverts, retaining walls, and ancillary structures.

Caltrans Guadalupe Highway 87 Renovation, San Jose, California: Dr. Storesund served as a field engineer providing AC pavement density testing Quality Control services during the construction phase of this project. The project included widening of the existing Highway 87, construction of a new overpass over Highway 101, and other retaining walls and street improvements.



Port of Oakland's Oakland Airport Expansion, Oakland, California: Dr. Storesund served as a field engineer for this roadway widening and expansion project, providing construction observations and testing services for, utility trench backfill compaction testing, roadway subgrade and base rock density testing, AC pavement testing, and concrete sampling. The project consisted of the construction of new roadway over and underpasses, roadway widening, and utility upgrades.

Petaluma Transit Mall, Petaluma, California: Dr. Storesund was the project engineer for this streetscape project in Petaluma who was responsible for the organization and execution of the field exploration program as well as generating design recommendations. The proposed streetscape improvements included sidewalks, PCC and AC pavements, information kiosks, and lighting standards.

Reid-Hillview Airport, San Jose, California: Dr. Storesund was the field engineer for this runway rehabilitation project. Dr. Storesund was responsible for quality control observations related to pavement section construction.

Nut Tree Airport, Fairfield, California: Dr. Storesund was a field engineer for this runway rehabilitation and expansion project in Fairfield. Dr. Storesund was responsible observations during new runway grading operations, pavement section construction, and provided support during asphalt content laboratory analyses.

First Street Bridge Replacement Project, Napa, California:

Dr. Storesund served as the project engineer for this project which involved the First Street Bridge Replacement Project located in Napa, California. Dr. Storesund coordinated and managed Fugro's field operation exploration program, performed the field exploration, analyzed the collected data, and provided a preliminary geotechnical design report.

Pier 36/Brannan Street Wharf Demolition, City and County of San Francisco, California: Dr. Storesund served as the project manager and project engineer for this technical review (on behalf of the San Francisco District US Army Corps of Engineers), which consisted of a geotechnical evaluation of submitted calculations and plans. The project entails the demolition of an existing wharf to make room for the construction of a new public open space wharf and associated boating facilities.

Hamilton Wetland Restoration Levee Raising Project, Novato, California: Dr. Storesund served as a project engineer for this technical review (on behalf of the San Francisco District US Army Corps of Engineers), which consisted of a geotechnical evaluation of submitted calculations, plans, and specifications. The project entails the raising of existing flood protection levees to account for settlements (experienced and anticipated) to the levees.

Marysville Unified School District Pipeline Review, Marysville, California: Dr. Storesund, as part of CCRM, performed a review of a natural gas pipeline risk assessment (per California Department of Education protocols) for the Marysville Unified School District.

Independent
Technical Reviews
(ITR)



Twin Rivers Unified School District Pipeline Review, Sacramento, California: Dr. Storesund, as part of CCRM, performed a review of a natural gas field risk assessment (per California Department of Education protocols) for the Twin Rivers Unified School District.

Milford Township School District Pipeline Review, Milford, Pennsylvania: Dr. Storesund, as part of CCRM, performed a review of a natural gas field risk assessment for the Milford Township School District on the citing of a new school.

Princeville, North Carolina Flood Risk Management Feasibility Study Integrated Feasibility Report and Environmental Assessment: Dr. Storesund served as an expert reviewer for this USACE IEPR for the proposed Princeville flood protection improvement project. The tentatively selected plan (TSP) included measures to extend the existing levee and raise U.S. Highway 258 and Shiloh Farm Road north of the Town of Princeville to create a barrier to circumvention of the existing levee, as well as ramping residential, farm, and commercial driveways and subdivision streets to meet the new elevation. The TSP also includes non-structural measures consisting of an updated flood warning and evacuation plan, continued floodplain management and updating of local building and zoning codes, a flood risk management education and communication plan for both the community and local schools, and flood warning measures, all of which were ultimately deemed essential to an adequate flood risk management strategy for the Town of Princeville. The estimated cost of the TSP is \$21,096.00 million.

Risk Assessments

Multiple Lines of Defense, Coastal Louisiana: Dr. Storesund worked in conjunction with the Lake Pontchartrain Basin Foundation to conduct an initial qualitative risk assessment of the hurricane flood protection system in the greater New Orleans area. The assessments follow the Quality Management Assessment System (QMAS) protocols. The assessment provides the basis for initial definition of the system, stakeholders, and identifies primary Factors of Concern. This assessment is the pre-cursor to detailed quantitative risk assessments.

Tsunami Risk-Based Design Committee, Northern California: Dr. Storesund is the Chair of this committee, sponsored by the ASCE San Francisco Section. The aim of the Working Group is to accomplish the following: (1) Formulate a group of appropriate stakeholders (local, county, state, federal levels); (2) Conduct a summary of 'best practices' and available resources (perhaps through a series of workshops) (a) Risk standards (b) Hazard studies (reports, maps, etc) (c) Design standards; (3) Develop Policy Statement (goals based on best practices and available info); and (4) Develop Guidelines for Risk-Based Tsunami Design Criteria in Coastal California.



PG&E Risk Management Framework Assessment: Dr. Storesund served as the project manager on an assessment committee to provide insights on their risk management framework. The insights included: (a) is the right RMF being used for the stated goals?; (b) are all significant RMR relationships being captured?; (c) strategies for visualizing and mapping risk; (d) identifying the 'right' risks and prioritizing; and (e) RMF resilience and maturity. Potential actionable outputs include: (1) reference practices (organizational examples); (2) listing of RMF activities to expand and advance; (3) listing RMF activities to modify/reconfigure; and (4) RMF performance metrics (i.e. targeted monitoring and review, leading/lagging indicators).

Forensic Evaluations

Bayer Communications Building, Berkeley, California: Dr. Storesund served as the field engineer to survey and evaluate settlements in the Bayer Communications Building, which was the 'nerve center' for all communication operations at the facility. Site surveys consisted of floor level surveys, review of historical soil exploration programs, and review of nearby construction activities. The study found that excavation operations associated with the upgrade of a sewer line immediately adjacent to the structure led to lateral stress relaxation and vertical displacement of the footings.

Bell Carter Foods Distressed Structure, Lafayette, California: Dr. Storesund organized and performed the foundation exploration which involved drilling soil test borings within the structure using portable hydraulic drilling equipment. The purpose of the project was to identify the foundation instability mechanism and provide mitigation strategies.

Mississippi River Gulf Outlet Wave-Induced Erosion, St. Bernard Parish, Louisiana: Dr. Storesund provided state of the art engineering analyses examining the contribution of damage to the Mississippi River Gulf Outlet levees as a result of wave action from Hurricane Katrina in 2005. The evaluations required the development of a validated method to assess the plausible range of erosion susceptibilities due to wave impact and run-up. These evaluations were published in the ASCE Journal of Waterway, Port, Coastal and Ocean Engineering.

Investigation of the Greater New Orleans Area Flood Defense System Failure, New Orleans, Louisiana: Dr. Storesund was a consultant for the National Science Foundation sponsored investigation of the failure of the New Orleans Flood Defense System. He aided in the initial field reconnaissance to survey system damage and contributed to the technical analyses evaluating system failure mechanisms. He aided in the use of state of the art methods for erosion sampling and testing as well as LiDAR remote sensing survey methods on the Mississippi River Gulf Outlet levees. Copies of the findings from the evaluation can be accessed at: www.ce.berkeley.edu/~new_orleans.



Upper Jones Tract Levee Failure, San Joaquin County, California: Dr. Storesund provided engineering evaluations associated with the June 2004 breach of the Upper Jones Tract Levee in conjunction with Dr. J. David Rogers. The evaluations included bathymetric surveys, RTK GPS surveys, development of digital terrain models using bathymetry and Aerial LiDAR data, hydraulic modeling, and levee failure analyses (seepage, slope stability). Dr. Storesund was responsible for: project management, planning, and tracking; geotechnical engineering evaluation and analyses; hydrodynamic evaluations; general engineering evaluations; standard of care evaluations; technical data evaluation; computer graphics/animations; digital cartography; scientific and technical writing. Dr. Storesund provided deposition and trial testimony.

East Bank Industrial Area (Lower 9th Ward), New Orleans, Louisiana: Dr. Storesund provided engineering support services to Dr. Robert Bea and Dr. J. David Rogers for a field exploration program that included geoprobes, CPTs, and pump testing of the onsite "swamp/marsh" material in order to back calculate the permeability of this deposit. The work was performed in close coordination with all experts (plaintiffs and defense). Dr. Storesund served as the project manager for his \$1.3 million project (completed in 3 months). Dr. Storesund was responsible for: project management, planning, and tracking; geotechnical engineering evaluation and analyses; hydrodynamic evaluations; general engineering evaluations; standard of care evaluations; technical data evaluation; computer graphics/animations; digital cartography; scientific and technical writing.

PNG Landslide, Papua New Guinea: Storesund Consulting worked in conjunction with Prof. J. David Rogers, Prof. Calvin Alexander, and Mr. Eldon Gath to assess the causal mechanism(s) of a landslide in Papua New Guinea. Available data was reviewed and a field reconnaissance trip to the failure site was performed in summer of 2012. Dr. Storesund provided geotechnical and LiDAR data interpretation services.

LiDAR Surveys

Sunol Dam Removal, Alameda County, California: In 2006, the San Francisco Public Utilities Commission removed Sunil dam to improve fish passage, restore a self-sustaining population of steelhead to the Alameda Creek watershed, and reduce or eliminate an existing public safety hazard. The dam contained an estimated 37,000 yd³ of impounded sediment. To create a baseline for future monitoring of impounded sediment transport, a combination of Aerial LiDAR, Terrestrial LiDAR, and conventional survey data was compiled and synthesized to generate a three dimensional model of the study area. High resolution characterization of the impounded sediments was accomplished using Terrestrial LiDAR, with an approximate point spacing of centimeters.

Pit Dam 3 Mapping, Burney, California: Storesund Consulting provided a Terrestrial LiDAR scan of select areas at the PGE Pit Dam 3 facility to aid in the evaluation of a fault system at the site. A high-accuracy point cloud was rendered of the fault are, allowing field geologists to geolocate fault features with high accuracy. Additionally, fault trenches were scanned and rectified orthoimages were rendered to aid in mapping fault trace features.



Quadrus Hill, Menlo Park, California: Storesund Consulting performed Terrestrial LiDAR scanning services for this office complex in a landscaped boulder area where high-precision mapping of boulder features was required to correctly situate a new deck.

Intarcia, Fremont, California: Dr. Storesund provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').

1245 Market, San Francisco, California: Dr. Storesund provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').

Veterans Administration Facility, Mather, California: Dr. Storesund provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').

Yosemite Slough Wetland Erosion Study, San Francisco, California: Storesund Consulting performed annual erosion/deposition monitoring using Terrestrial LiDAR for the wetland restoration project. Hydrodynamic modeling was performed estimating erosion/deposition. This monitoring program provided a high resolution digital terrain model by which to measure erosion/deposition across the restoration area (3 acres).

Causby Mine Survey, Stanislaus County, California: Dr. Storesund served as the project manager and project engineer for this LiDAR mapping project of an abandoned mine tunnel for the U.S. Forest Service. Mapping consisted of the entrance and exit (for construction access) as well as the interior of the tunnel (for volume estimates and layout purposes). State of the Art LiDAR processing software was used to model the interior of the tunnel in 3D.

Totaloma Backwater Project, Marin County, California: Dr. Storesund provided RTK GPS and Terrestrial LiDAR surveys for this backwater restoration project for the County of Marin. The work was provided for Balance Hydrologics (who performed the design). Aerial LiDAR was merged with the Terrestrial LiDAR to create a full 3D terrain model of the restoration area.



Arroyo de la Laguna, Alameda County, California: Arroyo de la Laguna is part of the stream system that includes the Dublin, Pleasanton, Livermore, as well as upland portions of northern Santa Clara County. Watershed hydrology and channel function have been historically impacted by urbanization (including drainage and flood control), roads, railroads, gravel mining, and the construction of Del Valle Reservoir, resulting in channel incision on the order of six meters. Severe stream bank erosion was identified on the outer bends of an "S" curve of the Arroyo de la Laguna Creek. Terrestrial LiDAR was used to generate cost-effective, high-accuracy mapping of as-built conditions of newly completed stream and river restoration projects, thereby establishing a baseline by which future monitor efforts can evaluate overall project performance through time.

Salt Pond A21, Alameda County, California: Dr. Storesund performed Terrestrial LiDAR survey for researchers at the University of California at Berkeley on this 160-acre wetland restoration project in Fremont, California. The surveys were used to monitor sediment accretion, scour, and erosion progression within this recently breached salt pond.

Tennessee Hollow, San Francisco, California: A storm drain creek daylighting project was completed at the San Francisco Presidio. LiDAR surveys were used to establish baseline topography following completion of construction in January of 2006. Subsequent surveys were performed to evaluate vegetation growth rates and growth zones. The baseline survey is anticipated to serve as an overall baseline by which future channel stability can be evaluated.

AMR, Roseville, California: Storesund Consulting provided high-resolution RTK GPS topographic survey and Terrestrial LiDAR surveys of vernal pools to provide a baseline micro-topographic terrain model which became the design 'template' for restoration of 150 acre vernal pool site.

Cache Creek, Woodland, California: Terrestrial LiDAR surveys were conducted at two specific locations where the creek channel shifted into the creek bank, causing the formation of a tall vertical bank. The terrestrial LiDAR surveys were conducted to map the conditions of the vertical bank. Additionally, aerial LiDAR surveys were also performed at this site and future studies will compare and contrast the resolution and accuracy between these two methods at this site.

Goodwin Creek, Oxford, Mississippi: The Goodwin Creek watershed is organized and instrumented for conducting extensive research on upstream erosion, stream erosion and sedimentation, and watershed hydrology. Land use and management practices that influence the rate and amount of sediment delivered to streams from the uplands range from timbered areas to row crops. About 13 percent of the watershed total area is under cultivation and the rest in idle pasture and forest land. Terrestrial LiDAR surveys were performed at one location in an attempt to evaluate the feasibility of utilizing LiDAR to measure and quantify sediment transport and vertical bank retreat rates.



Coldwater Creek, Mississippi: Coldwater Creek is part of a United States Department of Agriculture National Sedimentation Laboratory research watersheds. The quantity and quality of aquatic habitats along the lowland floodplain rivers in agricultural landscapes are in steep decline as a result of nonpoint source pollution. Terrestrial LiDAR surveys were performed at the site of an ephemeral gully in order to ascertain the feasibility of mapping these features with LiDAR to develop 3D surfaces by which more detailed analyses can be performed (including erosion rates) as opposed to the traditional cross-sectional survey method, which may not fully capture the behavior of the site.

Tolay Lake, Petaluma, California: This collaborative effort between the Sonoma County Parks and Recreation, Ducks Unlimited, and United States Geological Survey, will restore a seasonal lake on Tolay Creek in Sonoma County. Existing agricultural fields will be converted to a county park and will serve as a duck reserve in the fall and winter. Terrestrial LiDAR surveys were performed to develop a detailed topographic map of the project site. Over 200 acres were surveyed in two days.

Ben Mar, Benicia, California: Dr. Storesund performed Terrestrial LiDAR survey for the United States Geological Survey on this 25-acre wetland restoration project in Benicia, California as part of a Caltrans mitigation project. The surveys were used to monitor sediment accretion within the completed restoration area.

Tilden Step Pool, Berkeley, California: Storesund Consulting worked in conjunction with Dr. Anne Chin (University of Colorado, Boulder) by mapping as-built conditions of a step pool sequence in Tilden Park. Change analyses will be performed over three storm events to ascertain step pool stability.

Colorado Wildfire Step Pool Evaluation, Colorado: Storesund Consulting worked in conjunction with Dr. Anne Chin (University of Colorado, Boulder) by analyzing terrestrial LiDAR scans of study areas before and after storm events to ascertain step pool stability.

Verona Bridge Creek Restoration, Pleasanton, California: Storesund Consulting performed a Terrestrial LiDAR survey of this in-stream habitat enhancement and slope stability restoration project in Pleasanton. The project was designed by the National Resource Conservation District.

Tubb, Vallejo, California: Dr. Storesund performed Terrestrial LiDAR survey for the United States Geological Survey on this 60-acre wetland restoration project in Sonoma County, California. The surveys were used to monitor sediment accretion within the completed restoration area.

Rodeo Creek, Hercules, California: LiDAR scanning services were performed on the newly acquired Rodeo Creek East Bay Regional Park property in Rodeo, California. Rodeo Creek was incised 20-30 feet below the floodplain and heavily vegetated, making it difficult to perform conventional topographic surveys. As a result of the LiDAR surveys, a 3D surface, topography, and cross-sections over a 1,000 foot stretch of creek was cost-effectively mapped.



Winfield Pin Oaks Levee Investigation, Winfield, Missouri: The Winfield Pin Oak levee is maintained by the Cap Au Gris Drainage and Levee District. The levee system (Figure 23) is estimated to prevent flooding of the protected area (493 hectares) up to a 14-year return period flood event on the Mississippi River. This site was overtopped for an extended period of time and breached as a result of overtopping-induced erosion. Terrestrial LiDAR surveys (georeferenced using RTK GPS) were performed in October 2008 for subsequent forensic analyses.

Norton Woods Levee Investigation, Elsberry, Missouri: The Elsberry levee at Norton Woods is maintained by the Elsberry Drainage District. This breach was the result of either a through-seepage induced or overtopping-induced (low crest elevation) failure. High water marks observed in the field indicate that the floodwaters did not exceed the general levee crest elevation. Terrestrial LiDAR surveys (georeferenced using RTK GPS) were performed in October 2008 for subsequent forensic analyses.

Kickapoo Levee Investigation, Elsberry, Missouri: The Elsberry levee at Kickapoo is maintained by the Elsberry Drainage District. This breach was reported by local residents to have been the result of through-seepage in the roadway base course that traversed the levee crest. The extents of levee erosion were generally limited to the pre-breach roadway alignment. Terrestrial LiDAR surveys (georeferenced using RTK GPS) were performed in October 2008 for subsequent forensic analyses.

San Francisco Pier 9, San Francisco, California: Storesund Consulting provided Terrestrial LiDAR scanning services for this renovation project to enable a 3D check against existing as-built documentation and facilitate BIM modeling. The new facility is a 3D printing center for Autodesk.

AT&T Facility MEP Scanning, California: Storesund Consulting provided Terrestrial LiDAR scanning services for this expansion project to map existing mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling as well as routing of a new fuel supply pipeline (using 'clash detection').

UCSF Helen Diller Center, San Francisco, California: Storesund Consulting provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').

Novartis, Burlingame, California: Storesund Consulting provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').

San Antonio Station, Mountain View, California: Storesund Consulting provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').



Veterans War Memorial Building, San Francisco, California: Storesund Consulting provided Terrestrial LiDAR scanning services for this project to map existing structural conditions as well as mechanical, electrical, and plumbing (MEP) facilities to facilitate BIM modeling and routing of new utilities (using 'clash detection').

HWY 84 Interchange, Redwood City, California: Storesund Consulting performed a Terrestrial LiDAR scan of the HWY 84/HWY101 interchange in Redwood City to facilitate an improvement program.

Bryants Creek Levee Investigation, Elsberry, Missouri: The Elsberry levee at Kickapoo is maintained by the Elsberry Drainage District. This breach (Figure 52) occurred at the location of a duck pond that was reported to have been installed immediately adjacent to the levee system in order to attract ducks for the duck club located at the site. Terrestrial LiDAR surveys (georeferenced using RTK GPS) were performed in October 2008 for subsequent forensic analyses.

Indian Graves Levee Investigation, Quincy, Illinois: The Indian Graves Levee system is maintained by the Indian Graves Drainage District. The estimated protection level for the levee system is a 50-year return period flood and the protected area encompasses over 2,800 hectares. The sand with clay core levee system is situated immediately East of the Mississippi River. There were three breaches, two under seepage induced and one overtopping induced breach. Terrestrial LiDAR surveys (georeferenced using RTK GPS) were performed in October 2008 for subsequent forensic analyses.

Two Rivers Levee Investigation, Oakdale, Iowa: The Two Rivers Levee system is maintained by the Iowa Flint Creek Levee District No. 16. The estimated protection level for the levee system is a 100-year return period flood and the protected area encompasses approximately 7,100 hectares. The levee system is situated immediately South of the Iowa River, and west of the Mississippi River. Terrestrial LiDAR surveys (georeferenced using RTK GPS) were performed in October 2008 for subsequent forensic analyses.

Emeryville Shoreline Protection Project, Emeryville California: Terrestrial LiDAR was used to measure the volume of boulder rip-rap placed for this shoreline protection project. Due to the high void ratio and irregularity of the boulders, the very high point density of the Terrestrial LiDAR survey provided a more accurate modeling of rip-rap volume than traditional survey methods.

Dutra San Rafael Rock Quarry, San Rafael, California: The Dutra San Rafael quarry is one of the most active quarries in the Bay Area. LiDAR was used to image the physical configuration of the quarry, to create a 3D baseline survey. Subsequent LiDAR surveys will be compared against the initial baseline survey to determine material quantities as well as overall slope stability within the quarry.



Dutra Richmond Quarry, Richmond, California, California: LiDAR surveys were used to monitor a reclamation slope at the inactive Dutra Richmond Quarry. Due to the location of the slope and the geologic contacts, monitoring was required to demonstrate that no active movements are occurring and that the slope is stable. An initial baseline survey was performed in August, 2006 and subsequent surveys will be compared to the initial baseline to determine activity level.

Lower Santa Ynez, Santa Barbara County, California: The Lower Santa Ynez Bank Stabilization project was a collaborative effort with the California Conservation Corps and California Department of Fish and Game to utilize biotechnical methods to stabilize a 1,000-foot length of stream bank, adjacent to agricultural lands. Terrestrial LiDAR surveys were conducted to develop pre-project topography, as-built topography, erosion and scour quantities and estimated rates, and a coarse vegetation monitoring study.

Emery Point, Emeryville, California: Baseline Terrestrial LiDAR surveys were performed to monitor wave-induced erosion on Point Emery in Emeryville, California, which has experienced significant scour in the last 5 years. This man-made peninsula is a popular location with windsurfers and SF Bay Trail users. It is estimated that the location will be completely eroded in the next 25 years without mitigation.

Fremont Landing, Yolo County, California: The Fremont Landing project site is located along the south bank of the Sacramento River from RM 78.8 to 80.4 in one of the most hydraulically-complex portions of the river. At least five (5) major tributaries or distributaries are located within 2 miles of the site and all influence the hydrodynamics of the site. Terrestrial LiDAR surveys were performed to aid PWA develop a 2D hydrodynamic model of the project site and surrounding tributaries/distributaries. The model was used to allow examination of design issues related to fish stranding, rearing habitat, and flood conveyance.

Hamilton Wetland Restoration, Novato, California: This is a United States Army Corps of Engineers and California Coastal Commission joint project to convert over 500 acres of a decommissioned army airfield to a wetland restoration area using dredged spoil material. The area will consist of seasonal and tidal wetlands. Terrestrial LiDAR is being used to monitor fill placement and obtain volume quantities.

Mississippi River Gulf Outlet, New Orleans, Louisiana: LiDAR surveys were conducted of the southeastern completed levee segment. This survey was to serve as a baseline from which future LiDAR surveys can be conducted and analyses and evaluations of wind-induced wave impacts can be studies.

East Sand Slough Restoration, Red Bluff, California: Dr. Storesund provided terrestrial LiDAR mapping of this channel restoration project on the Sacramento River in Red Bluff, California. The LiDAR survey was integrated with existing bathymetry data. Habitat mapping using the collected LiDAR data was also conducted in general conformance with the California Rapid Assessment Method (CRAM) for Wetlands.



PROFESSIONAL RESUME

Rune Storesund, D.Eng., P.E., G.E.
Consulting Engineer

CZ-1 Site, Fresno County, California: Dr. Storesund provided terrestrial LiDAR mapping of this tree-root excavation and measurement study by Dr. Peter Hartsough (UC Davis) as part of his climate change research. The mapping of the tree roots provided Dr. Hartsough the ability to establish high-resolution digital root system baselines for future comparisons.



Research Projects

RESIN: Contemporary infrastructure, the systems necessary to provide sustainable services within the nation's power, transportation, waste management, water, and telecommunication sectors, has become very *complex*; that is adaptive, interdependent, unpredictable, nonlinear, and dynamic. This research seeks to discover new fundamental methods to assess and manage the resilience and sustainability of such complex systems (termed 3ICIS). These methods will facilitate the characterization of both resilience and sustainability by addressing multi-infrastructure, multi-physics, multi-scale (spatial, temporal), and multi-resource phenomena that impact the likelihood of these systems failing to achieve acceptable resilience and sustainability, as well as the associated consequences. The setting selected to develop these methods is the California Sacramento Delta focusing primarily on the following four critical infrastructure services, as well as interfaces with other critical infrastructure sectors as necessary:

- Water Supply – Includes water supply system for agriculture, commercial/industry, government, and the public. Issues of importance include supply, conveyance, and quality (*note: wastewater is part of this, but not addressed here*);
- Flood Protection – Includes the structural elements (levees, floodwalls, flood gates, dams, diversion channels, storm drain systems) as well as the natural rivers corridors, subsidence, settlement & consolidation, and hydrologic hazards (rain storms, snow melt) that inundate low lying areas and floodplains;
- Power Supply – Elements of the electrical power grid that supply electricity to agricultural, commercial/industrial, government and the public; and
- Ecosystem – Physical and biological components of the environment. Physical attributes include habitat areas, soil substrates, water supply and quality. Biological considerations include flora and fauna.

The California Sacramento Delta 3ICIS is a very complex highly interactive 'legacy' system embedded in similarly complex natural environmental and social - political systems. It is of critical importance directly for the population and environment of the State of California and indirectly for the rest of the United States.

The goals of this research project are to develop the following Quality Management Assessment System Process (QMAS):

1. System Definition and Conceptualization
2. Domain Expert / Key Informant Assessment Team Identification and Formation
3. Identification of the key vulnerabilities or chokepoints (aka Factors of Concern)
4. Failure Scenario Development
5. Detailed Qualitative and Quantitative Risk Assessment and Management that accounts for 3ICIS spatial variability, temporal variability (historical, current, future), and non-linearity (SYRAS++)

This research will answer the following fundamental questions:

1. What are the major drivers that threaten Resilience & Sustainability (current, future)?
2. What is the current Resilience & Sustainability state of the 3ICIS?
3. What future Resiliency & Sustainability states are expected given the status quo persists?
4. What are the potential consequences/impacts associated with future Resiliency & Sustainability states given the status quo persists?
5. What adaptation and mitigation strategies can be employed to create an "acceptable" Resilient & Sustainable 3ICIS?



2008 Midwest Levee Failure Investigation: Dr. Storesund was the lead researcher for this National Science Foundation sponsored collaborative research investigation between UC Berkeley, Texas A&M University, and the Missouri University of Science and Technology. The research was an immediate effort to collect sensitive and time-dependent perishable data will comprehensively characterize select levee failure locations to provide essential levee characterization and performance data for use in subsequent numerical analyses. The levee characterization consisted of:

1. An initial field reconnaissance to visit known breach sites along the Mississippi River between St. Louis, MO and Davenport, IA to document (via photographs) site conditions, collect eyewitness accounts, and develop a list for detailed site-specific analyses;
2. Conducting high-detail laser imaging survey (Terrestrial LiDAR) of breach and erosion/scour features in the levees. These surveys will be used to validate future numerical simulations that predict the final scour/erosion profile for specified overtopping conditions;
3. Characterization of the vegetative/grass cover on the earthen levee side slopes to determine erosion-resistance provided. This levee characteristic is frequently omitted from field characterization studies, yet is very important in the performance of the levee during overtopping conditions;
4. Characterization of the levee soil materials, including the United States Soil Classification (USCS) soil types, plasticity (Atterberg Limits), grain size distribution (sieve sizes), in-situ density, maximum dry density, Erosion Function Apparatus (EFA) erodibility characterization and jet erosion testing; and
5. Documentation of the river stage at the location of the levee failure based on eyewitness accounts as well as available USGS Stream Gage Data. This data is essential to correctly evaluate overtopping depths and durations and associated water velocities on the 'protected side' of the flood protection levee.

The sites investigated include: Brevator (Missouri); Winfield (MO); Cap au Gris (MO); Kings Lake (MO); Norton Woods (MO); Kickapoo (MO); Bryants Creek (MO); Indian Graves (IL); Two Rivers (IA).



National River Restoration Science Synthesis: The National River Restoration Science Synthesis (NRRSS) was a nation-wide effort to characterize the practice of river restoration. It consisted of three phases: synthesis of national and state restoration databases, phone surveys with select river restoration practitioners, and detailed river restoration post-project appraisals within California. Dr. Storesund was active, under the direction of Dr. G. M. Kondolf, and participated in the completion of 40 post project appraisals (PPA) of California river restoration projects. The PPA evaluations consisted of watershed delineations, hydraulic and hydrology characteristics determinations, review of planning and design approaches, review of permit applications, field surveys and performance assessments, and engineering documentation of post-construction performance.

Projects evaluated:

Ackerman Creek Restoration Project	Alameda Creek (Niles Dam Removal)
Alameda Creek (Sunol Dam Removal)	Alamo Creek (Main Branch)
Alamo Creek (East Branch) Project	Arroyo de la Laguna Bank Stabilization
Arroyo Mocho	Arroyo Viejo Creek Restoration
Baxter Creek (Booker T. Anderson)	Baxter Creek (Gateway)
Baxter Creek (Pointsett Park)	Bear Creek Restoration Project
Blackberry Creek (Thousand Oaks)	Brandy Creek (A-Frame Dam Removal)
Carmel River at deDampierre	Carmel River at Schulte Road
Castro Valley Creek Restoration	Cerrito Creek (El Cerrito Plaza)
Chorro Flats Enhancement Project	Clarks Creek
Clear Creek (McCormic Dam Removal)	Cold Creek
Crocker Creek Dam Removal	Cuneo Creek Restoration
Green Valley Creek	Lower Guadalupe River Reach B
Lower Ritchie Creek Dam Removal	Lower Silver Creek Reach I
Martin Canyon Creek	Miller Creek
Redwood Creek	Sausal Creek Restoration Project
Strawberry Creek	Tassajara Creek
Tennessee Hollow (Thompson Reach)	Uvas Creek Restoration
Village Creek (UC Berkeley)	Wildcat Creek at Alvarado Park
Wildcat Creek Flood Control Channel	Wilder Creek Restoration Project



PROFESSIONAL RESUME

Rune Storesund, D.Eng., P.E., G.E.
Consulting Engineer

PROFESSIONAL AFFILIATIONS:

ASCE Leadership and Management Committee
Chair 2010 - 2012
Corresponding Member 2003 – 2009
ASCE San Francisco Section
Past President 2012-2013
President 2011-2012
President Elect 2010-2011
Vice President 2009 - 2010
American Society of Civil Engineers: San Francisco Section YMF President 2003-2004
ASCE San Francisco Section Water Resources Group
Director 2009 -2011
ASCE San Francisco Section Geotechnical Society Steering Committee
ASCE San Francisco Section Infrastructure Report Card Committee
ASCE GEO-Institute

AWARDS:

National Academy of Forensic Engineers
National Society of Professional Engineers
California Society of Professional Engineers
UC Berkeley Geotechnical Engineering Society
UC Berkeley Engineering Alumni Society
Eagle Scout, Troop 27, Eureka, California (1992)
Outstanding YMF Civil Engineer (2004) San Francisco Section ASCE
Outstanding YMF Civil Engineer in the Private Sector (2008) Western Regional
Younger Member Council, ASCE
Outstanding ASCE Younger Member Forum Officer, ASCE Region 9 (2009)
President's Award, San Francisco Section ASCE (2012)
H.J. Brunnier Award, San Francisco Section ASCE (2013)
ASCE Edmund Friedman Young Engineer Award for Professional Achievement
(2013)

Exhibit 2

Mario Ballard & Associates
Building and Fire Code Consultants

March 23, 2016

Subject: 3516-3526 Folsom Street
Fire Department Access

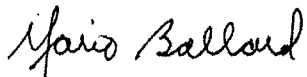
References:

- California Fire Code Section 503 "Fire Apparatus Access Roads"
- San Francisco Fire Department Informational Bulletin 5.01
- Department of Public Works 2015 Subdivision Regulation
- Table of contents Appendix-Technical Specifications Related to Engineering Document Section XII-B-3

The California Fire Code, San Francisco Fire Department Technical Bulletin 5.01 and the DPW 2015 Subdivision regulation include specific guidelines and requirements related to street widths, grade, angles of approach and departure and maximum grade related to Ariel truck operation.

Based on the information reviewed, the proposed development of Folsom Street North of Chapman will not meet the required specifications for Fire Department apparatus (See SFFD Bulletin 5.01) or Fire Department ambulance (EMR) access. All equipment, ladders, hoses as well as emergency medical equipment and supplies will need to be manually transported to the incident site which could impact firefighting operations and EMR response.

Mario Ballard



MARIO BALLARD & Associates
1335 Sixth Avenue, San Francisco, California 94122
(415) 640-4283
marioballardsf@aol.com

Mario Ballard, Principal

CAREER SUMMARY

Principal, Mario Ballard and Associates	5/1/2007-Present
Principal, Zari Consulting Group	1/1/2013-Present
Captain, Bureau of Fire Prevention, Plan Review Division	2001- 4/21/2007
Lieutenant, Bureau of Fire Prevention, Plan Check Division	1994 - 2001
Inspector, San Francisco Fire Department	1991 - 1994
Firefighter, San Francisco Fire Department	1974 - 1991
Linebarger Plumbing and Construction, SF CA	1974 - 1980
Servadei Plumbing Company, SF CA	1974
United States Army, Army Security Agency	1972 - 1974

LICENSES

ICC, International Code Conference Certified Building Plans Examiner

CERTIFICATIONS

ICC Advanced Occupancy
ICC Advanced Schematic Design
ICC Building Areas and Fire Design
ICC Advanced Types of Construction
ICC Advanced Means of Egress
CFCA Certificate of Training of Locally Adopted Ordinances and Resolutions
IFC Institute Certificate Application of the UBC for Fire Code Enforcement
ICBO Certificate on Course Completion on Fundamentals of Exiting
ICBO Certificate on Course Completion Complex Exiting
ICBO Certificate on Course Completion Building Use and Construction Type
ICBO Certificate on Course Completion Fire Protection, Building Size and Location
ICBO Course Overview of the Uniform Building Code
California Fire Chief's Association Fire Prevention Officers' Section Fire Alarm Levels I & II
Fire Sprinkler Advisory Board of Northern California & Sprinkler Fitter Local 483 Fire Sprinkler Seminar
National Fire Sprinkler Association, Inc., Hydraulics for Sprinklers
EDI Code International, Innovative Code Enforcement Techniques
Certification State of California Title 19/Title 24

EDUCATION

Fire Strategy & Tactics	1981-1993
Fire Service Supervision	
Fire Prevention 1A, 1B, 1C	
Fire Prevention 2A, 2B	
Fire Prevention Officer Level One	
Firefighter Level One and Two	
Arson 1A, 1B	
Hazardous Materials 1A, 1B	
Instructor 1A	
Fire Management 1A	

City College of San Francisco	1970-1972
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COMMITTEE INVOLVEMENT

Building Code Advisory Committee
Hunters Point Development Team
Mission Bay Task Force
Treasure Island Development Team
Trans-Bay Transit Center
Muni Metro, Light Rail Third Street Corridor
Department of Building Inspection MIS Case Development
San Francisco Board of Examiners Fire Department Representative
Member California Fire Chief's Association Fire Prevention Officers
BOMA Code Advisory Committee
Mayor's Office of Economic Development Bio-Teck Task Force
Hunters Point Redevelopment Task Force
Building Code Standards Committee 1996-1999
Participant in the Eighth Annual California Fire Prevention-Institute Workshop,
"Providing the Optimum in Fire and Life Safety Training"
Participant North/South California Fire Prevention Officers Workshops 1996 - 1998
Guest Speaker at SMACNA (Sheet Metal and Air Conditioning Contractors National Association)

PUBLIC SERVICE

Rooms That Rock For Chemo (RTR4C), Director Secretary	2011-Present
San Francisco Spina Bifida Association, (Past) Vice President	

California Fire Code Section 503
“Fire Apparatus Access Roads”

FIRE SERVICE FEATURES

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 503 FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

(a) Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

Exception: The enforcing agency may waive or modify this requirement if in his opinion such all-weather

hard-surfaced condition is not necessary in the interest of public safety and welfare.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than ~~20 feet (6096 mm)~~, exclusive of shoulders, except for approved security gates in accordance with ~~Section 503.6~~, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in ~~Section 503.2.1~~ shall be maintained at all times.

**San Francisco Fire Department
Informational Bulletin 5.01**

5.01 Street Widths for Emergency Access

Reference: 2010 S.F.F.C. Sections 503 and Appendix D, Section D105

The Division of Planning and Research of the San Francisco Fire Department has established requirements for minimum street widths to facilitate emergency equipment access. These requirements are specified as follows:

Minimum Street Widths and Access Roads

1. The San Francisco Fire Code (503.2.1) requires a minimum of 20 feet of unobstructed roadway and a vertical clearance of not less than 13' 6" for existing roadways. While a 20 foot wide roadway is permissible, past practice has shown that making ninety degree turns are not possible without the trucks moving into oncoming traffic. The vehicles can make the turn only on one way streets.
2. The San Francisco Fire Code (503.2.5) requires a turnaround for all dead-end fire access roads in excess of 150'. The San Francisco Fire Department has determined an 80 foot turnaround and a 40' radius to be sufficient.
3. The San Francisco Fire Code requires a minimum 26' wide street for new developments where the new buildings are greater than 30' in height from the lowest level of fire department vehicle access and are unsprinklered. These streets shall be located a minimum of 15' and a maximum of 30' from the buildings and shall be parallel to one entire side of the buildings.

SAN FRANCISCO FIRE DEPARTMENT VEHICLE SPECIFICATIONS

	ENGINES	TRUCKS
Outside tire extremity	8 ft. 2 in.	8 ft. 3 in.
Vehicle width (with mirrors)	10 ft. 4 in.	10 ft 1 in.
Truck width with one jack extended	n/a	12 ft. 9 in.
Truck width with two jacks extended	n/a	17 ft. 9 in.
Vehicle height	11 ft.	12 ft.
Length of vehicle	30 ft.	57 ft.
Gross vehicle weight	40,400 lbs.	70,000 lbs.
Street grades maximum	26% maximum	26% maximum
Approach and departure	15% maximum	15% maximum
Truck aerial operations	n/a	14% maximum

The Fire Department will determine, on a case-by-case review, where the truck aerial operations may not be required.

**Department of Public Works 2015
Subdivision Regulation**

C. STREET GUIDELINES

1. Alignment

All streets shall, as far as practicable, align with existing streets. The Subdivider shall justify any deviations based on written environmental and design objectives.

2. Intersecting Streets

Intersecting streets shall meet at right angles or as nearly so as practicable.

3. Naming

Streets of a proposed subdivision which are in alignment with existing streets shall bear the names of the existing streets. The Department of Public Works shall approve names for all new streets.

4. Street Grades

DPW shall not approve street grades in excess of 17% except as an exception and under unusual conditions.

Streets having grades in excess of 14% shall require separate consultation with the Fire Department prior to use for fire access purposes.

No gutter grade shall be less than 0.5%. The Subdivider shall provide concrete on any pavement grade less than 1.0%.

The Subdivider shall connect all changes in street grades, the algebraic sum of which exceeds 1.5%, with vertical curves of DPW-approved length sufficient to provide safe stopping sight distances and good riding quality. All changes in street grades shall have an absolute value of the algebraic difference in grades which does not exceed fifteen percent (15%), regardless of any vertical curves.

The Director with the consent of the SFFD may approve of any design modification to this standard on a case-by-case basis.

5. Surface Drainage

- a. Subdivider shall grade streets to provide a continuous downhill path.
- b. At low end cul-de-sacs and sumps, in addition to sewer drainage facilities, Subdivider shall provide surface drainage channels in dedicated easements as relief of overflow to prevent flooding of adjoining property.
- c. Subdivider shall design street and drainage channel cross-sections to provide a transport channel for overland or surface flow in excess of the 5-years storm capacity of the sewer system. The channel capacity shall be the difference between the sewer capacity and the quantity of runoff generated by a 100-year storm as defined by the NOAA National Weather Service or by City-furnished data, applied over the tributary area involved.
- d. Subdivider shall round street curb intersections by a curve generally having a radius equivalent to the width of the sidewalk and the design shall be in accordance with the Better Streets Plan. While allowing vehicle movements for emergency vehicles, the Subdivider shall use the smallest possible radius.

D. PRIVATE STREETS

Private streets shall have a minimum right-of-way width of 40 feet for through streets. Dead-end private streets shall have a minimum right-of-way width of 60 feet. The Subdivider shall consult with the Fire Department and Department of Building Inspection for all designs that might result in less than the minimum width.

E. BLOCKS

**Technical Specifications Related to
Engineering Document Section XII-B-3**

DPW Disabilities Coordinator for specific provisions related to pavement materials, passenger loading zones, and path of travel for disabled persons.²⁷

3. Fire Department Operations.

- a. All streets shall provide a minimum clear width of 20 feet of travel way between obstructions. Obstructions may include parked vehicles, certain curbs greater than 6 inches in height²⁸ or any other fixed object that prevents emergency vehicular travel.
- b. For purposes of calculating the clear width of the travel way, such width may include any combination of the following:
 - i. That portion of any adjacent curbside parking space having a width greater than 7 feet,
 - ii. a bike lane or any other adjacent pavement capable of supporting emergency vehicles where such lane or pavement is separated from the vehicular lanes by paint striping (Class II) or a mountable curb being no more than 2 inches in height (Class I), or other forms of pavement separation that may vary in material type, color, and texture.
- c. Where adjacent buildings are greater than 40 feet in height and not of Type 1 (fire resistive) building construction, and the building entrance locations are not yet specified, the Director may require an operational width of at least 26 feet to accommodate Fire Department operational requirements along each street fronting such a building.
 - i. "Operational width" shall be the combined total of the clear width of the travel way together with those unobstructed portions of adjacent pavement or sidewalks (if

²⁷ See also *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* as published by the United States Access Board.

²⁸ See San Francisco Fire Code Sec. 503.4, providing additional guidance on what may be considered an obstruction; see also Board of Supervisors Ordinance No. 116-13.

capable of supporting emergency vehicles).Reservation of portions of curbside parking for fire-only access or use of alternative mountable curb designs that allow for safe fire vehicle access to the sidewalk may accomplish this goal. The Fire Department, in consultation with other affected City agencies, may approve other proposals developed in the future.

- ii. In such cases, the Subdivider shall provide sufficient right-of-way width on all abutting sides of a proposed development block to accommodate the foreseeable street design alternatives.
- iii. Where DPW requires the portion of the block to have additional operational width (greater than 20 feet clear), the design engineer shall be locate this in segments along the building frontages with a maximum length of 200 feet for any one segment. Segments may have a minimum length of as little as 100 feet. The Subdivider shall ensure the existence of adequate space for emergency vehicles to pass each other and set up operations at the front entrance of the building. In addition, the design shall provide for meaningful traffic calming measures to ensure safe vehicle speeds along the street, including returning to the standard 20 foot travel way between widened segments. This provision shall not apply to blocks less than 200 feet in length.
- iv. Subdividers are encouraged to consult with the Fire Department early in the subdivision process in advance of when the Subdivider anticipates the construction of such buildings. Information such as building access points, size of building and type of building construction are essential elements needed for constructive agency review.

- v. Any decision to accommodate street widths having greater than 20 feet of travel way shall be approved by the Director only after consultation with and approval by an interagency working group composed of the Fire Department, the Municipal Transportation Agency, the Planning Department and any other affected city agency. When discussing the most appropriate widths of the travel way, the interagency working group shall consider such factors as the role and intended character of the street in the overall street network, the width of adjacent streets, the length of the street(s) in question, the anticipated traffic volume, and emergency and medical response.

4. Bicycle Lanes

All bicycle facilities shall meet or exceed the minimum lane widths provided in the *California Highway Design Manual*, the *California Manual on Uniform Traffic Control Devices*. Subdivider's shall design bicycle facilities in accordance with the *NACTO Urban Bikeway Design Guide*.

5. Parking Lane

The width of a curbside parallel parking lane shall be 8 feet. SFMTA may approve on a case by case basis angled curbside parking designs.

6. Curb Intersection Radii and Turning Movements

Subdividers shall design intersections for and accommodate turning vehicles in accordance with the Better Streets Plan.²⁹

²⁹ <http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-radius-changes/>

Exhibit 3



TELEPHONE: (925) 631-1587

E-MAIL: bea@ce.berkeley.edu

CENTER FOR CATASTROPHIC RISK MANAGEMENT
DEPARTMENT OF CIVIL & ENVIRONMENTAL ENGINEERING
BERKELEY, CALIFORNIA 94720-1710

June 29, 2016

**Re: Inquiry about Gas Transmission Pipeline 109 from concerned SF residents
Proposed Project at 3516-3526 Folsom Street, San Francisco, CA**



Dear Neighbors of Gas Transmission Pipeline 109:

Given the background information you have provided, yes, you should be concerned. There are several points in your summary that provide good basis for your concerns:

- 1) Old (1980's) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) Lack of records on the construction, operation, and maintenance of the pipeline,
- 3) No definitive guidelines to determine if the pipeline is 'safe' and reliable',
- 4) Apparent confusion about responsibilities (government, industrial-commercial) for the pipeline safety, reliability, and integrity.

This list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

The fundamental 'challenge' associated with communicating your concern is tied to the word 'safe'. Unfortunately, it has been very rare that I have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough.'

During my investigation of the San Bruno disaster, I did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': *"freedom from undue exposure to injury and harm."* Further, it was clear they did not have a clear understanding of the First Minimal Principle of Civil Law: *"It is lawful to impose risks on people if and only if it is reasonable to assume that they have sufficient knowledge to understand the risks and have consented to accept those risks."*

Much of this situation is founded in 'ignorance'. It is very rare for me to work with engineers or managers who have an accurate understanding of what the word 'safe' means - and no clue about how to determine if a system is either safe or unsafe. The vast majority of governmental regulatory agencies are even worse off.

I have attached a graph that helps me explain the important concepts associated with determining if a system is either safe or unsafe. The vertical scale is the annual likelihood of failure. The horizontal scale is the consequences associated with a failure. The diagonal lines separate the graph into two quadrants: Safe and Not Safe. If the potential consequences can be very high, then the probability of failure must be very low. Uncommon common sense.

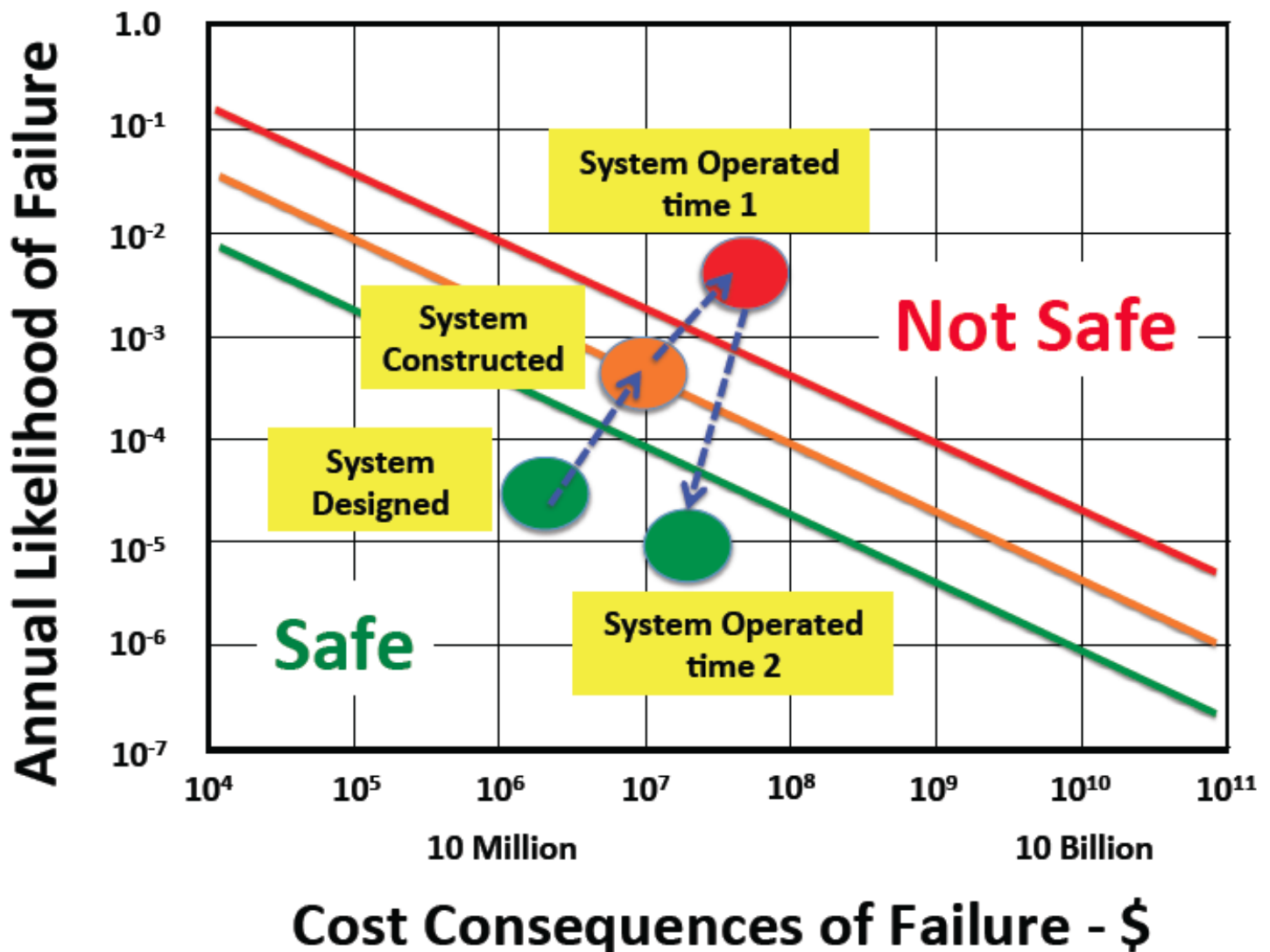
On the graph, I show a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). When it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. When the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other

things that increase the potential consequences of a major failure. Once it is determined that the system that was originally designed to be safe is no longer safe, then it is necessary to do things that will allow the system to be safely operated—reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut down the system)—or replace the segment of the pipeline that no longer meets safety-reliability requirements.

After I completed my investigation of the San Bruno disaster, I prepared a series of 'graphics' that summarized my findings. A copy of the file is attached. I hope it will help you understand how to better communicate your valid concerns regarding this development.



Robert Bea
Professor Emeritus
Center for Catastrophic Risk Management
University of California at Berkeley
email: bea@ce.berkeley.edu



The PG&E San Bruno Disaster 'Root Causes' Analysis Summary



Crestmoor High Consequence Area



Ground Zero

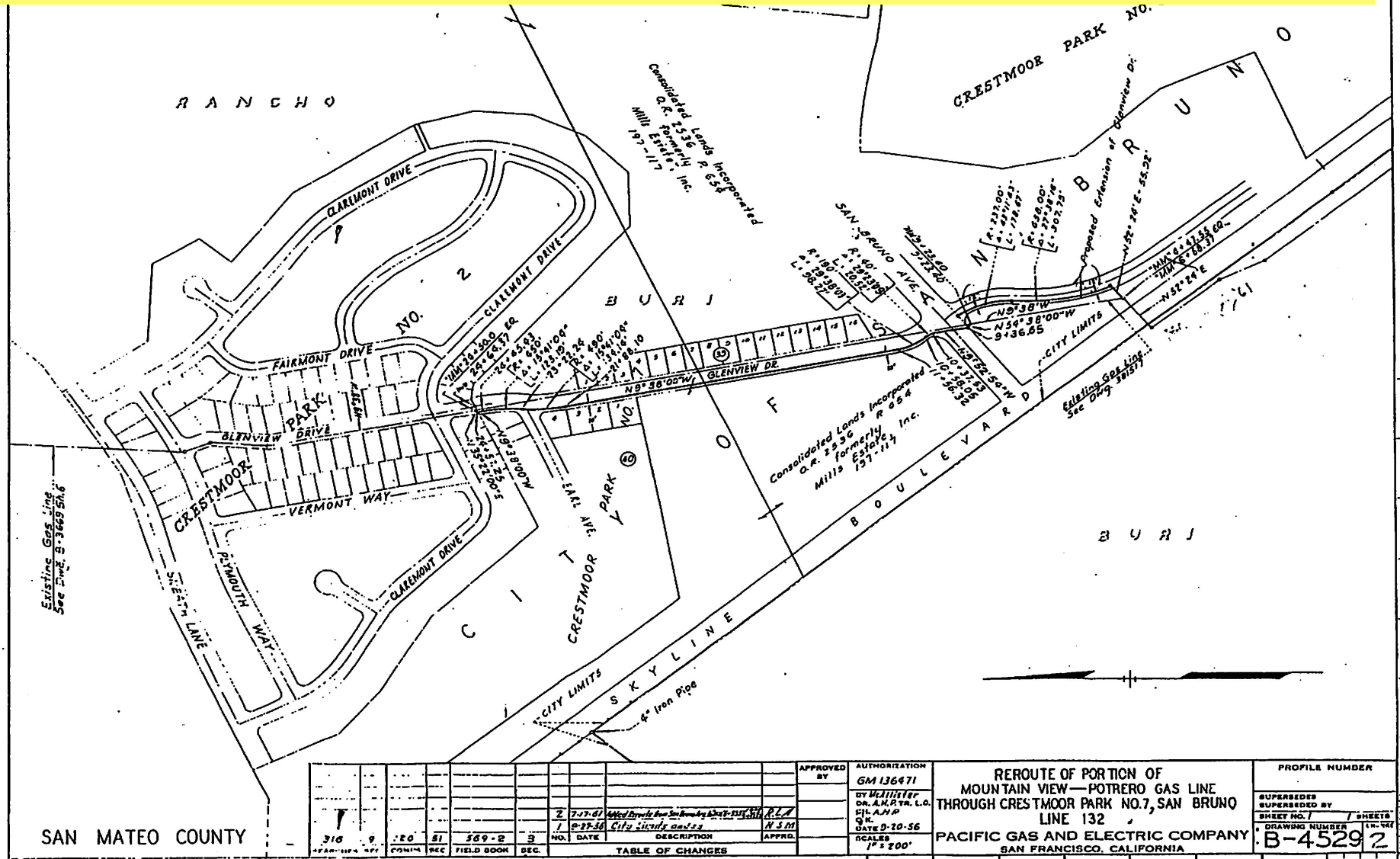
Installing Segment 180 in 1956



bottom of the ravine
"Crestmoor Canyon"

Frank Maffei photo

**PG&E plans sent to field for 1956 relocation –
details not provided for ravine profile**



PG&E did not provide the construction 'details' to accommodate the change in vertical direction at the bottom of the 'ravine'

Gas pipeline construction

A report in January from the National Transportation Safety Board said that the natural gas pipeline that exploded in San Bruno in September 2010 had more than 100 spots with inadequate welds. These welds were either girth or seam welds, defined below.



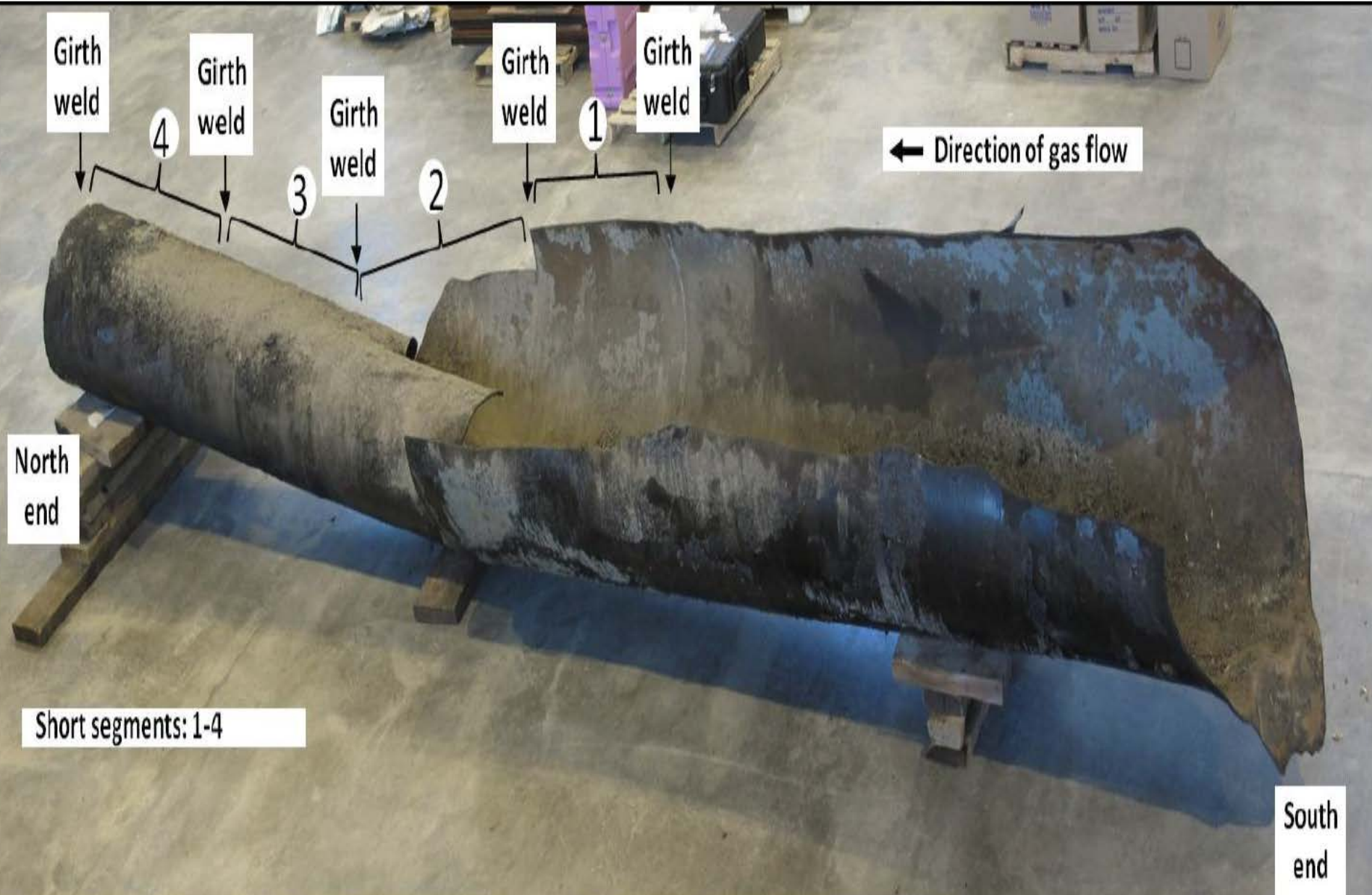
Within the 44-foot section of the damaged pipeline were six smaller pieces, known as "pups," all welded end-to-end at the girth on-site in 1956.

Source: National Transportation Safety Board

Done at a factory, pipes were made by rolling steel sheets and welding them at the seam. Investigators found numerous welds only penetrated halfway through the steel when they should have gone all the way.

PAI/MERCURY NEWS

PG&E installed a 'litter of pups' to accommodate the change in vertical direction at the bottom of the 'ravine'



Longitudinal welds inside pipe missing

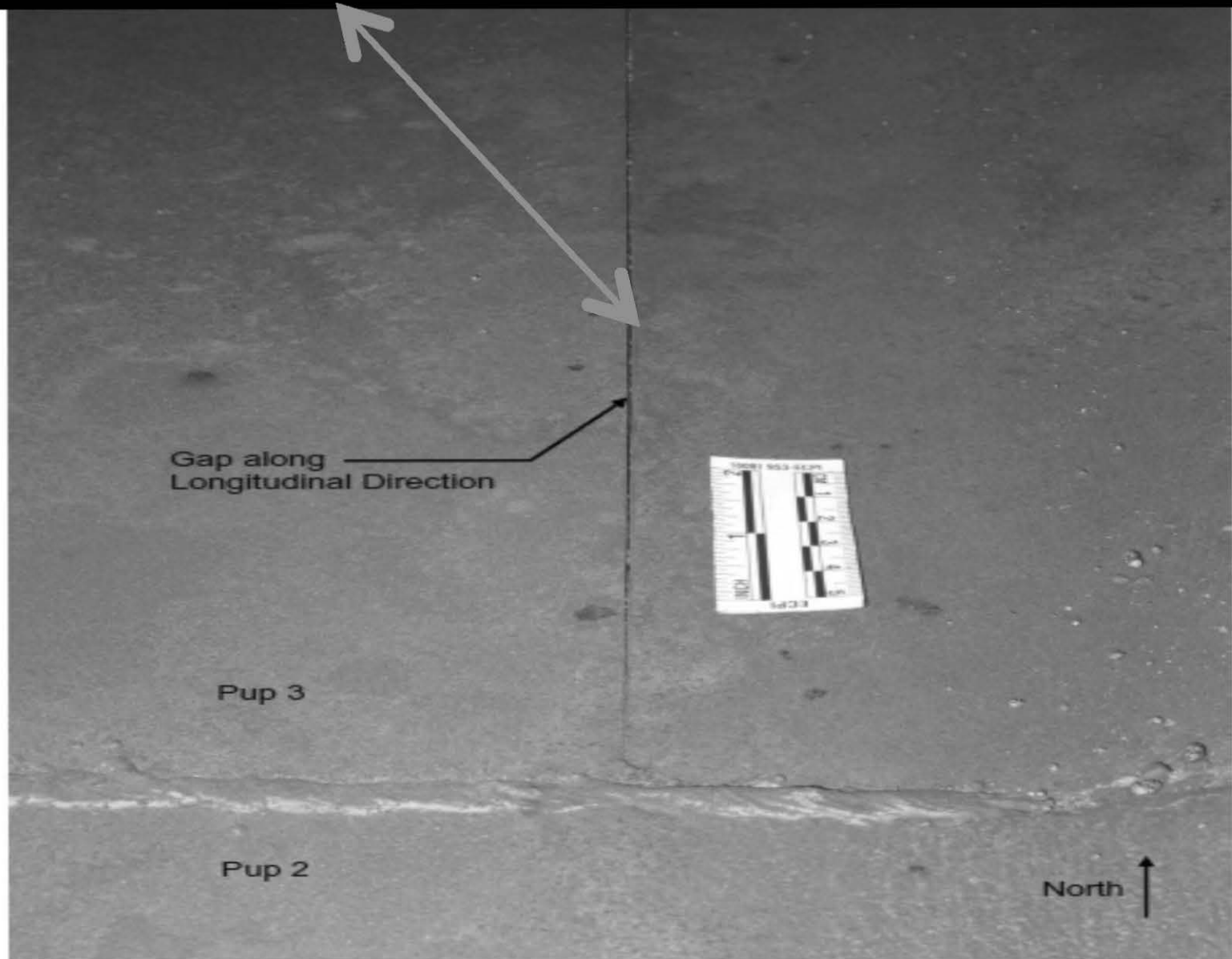


Figure 9: Inside wall of pup 3 showing a longitudinal gap that extended the length of the pup.

Welded from outside and ground flush

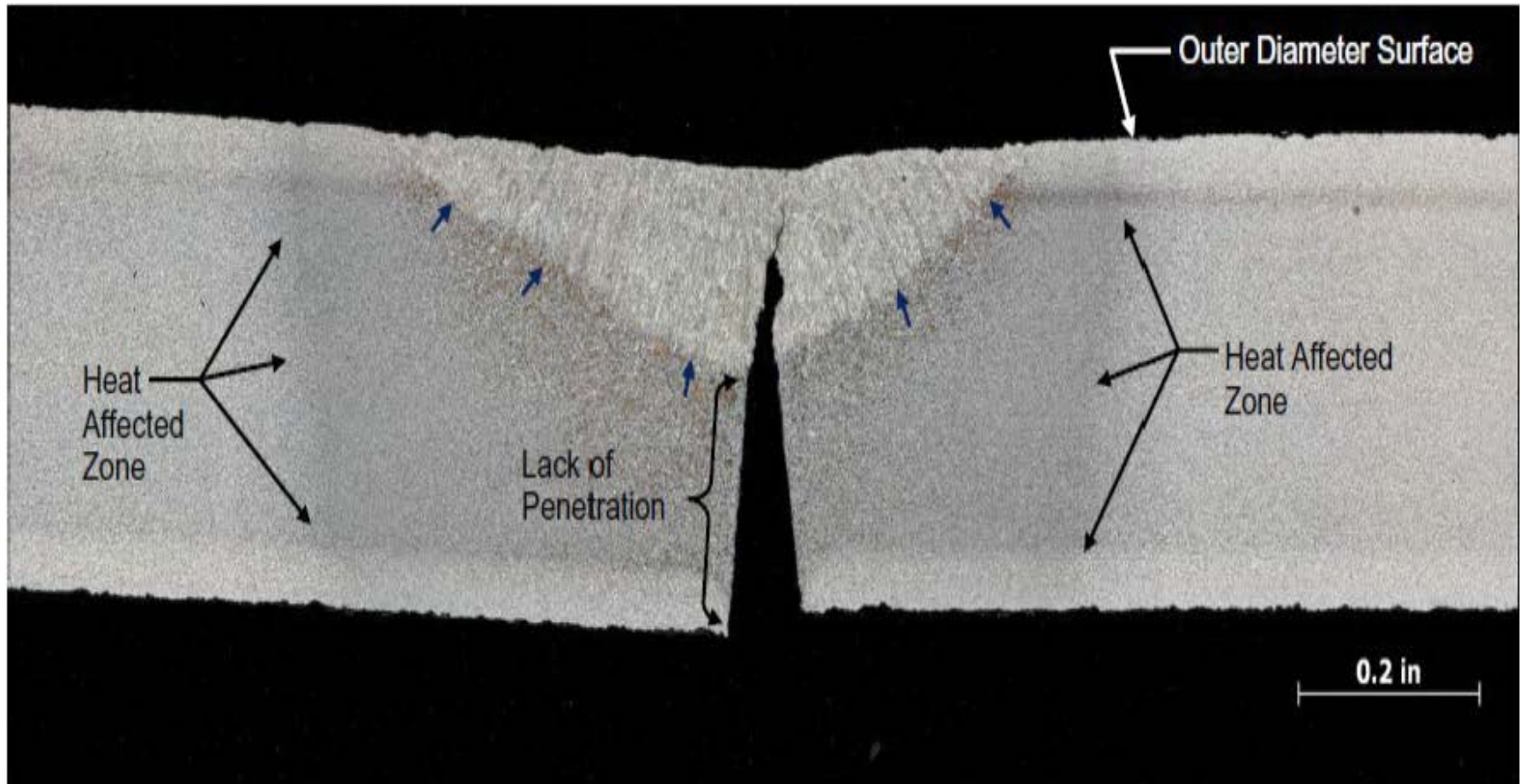


Figure 48: Etched metallographic cross section of the longitudinal seam in pup 3 taken 10 inch north of girth weld C3. The microstructure of the weld was consistent with a fusion welding process along the outer diameter surface of the seam.

Blue arrows – weld pool boundary along outer diameter surface seam.

Weld flaws propagated by pressure fluctuations & 'spiking'

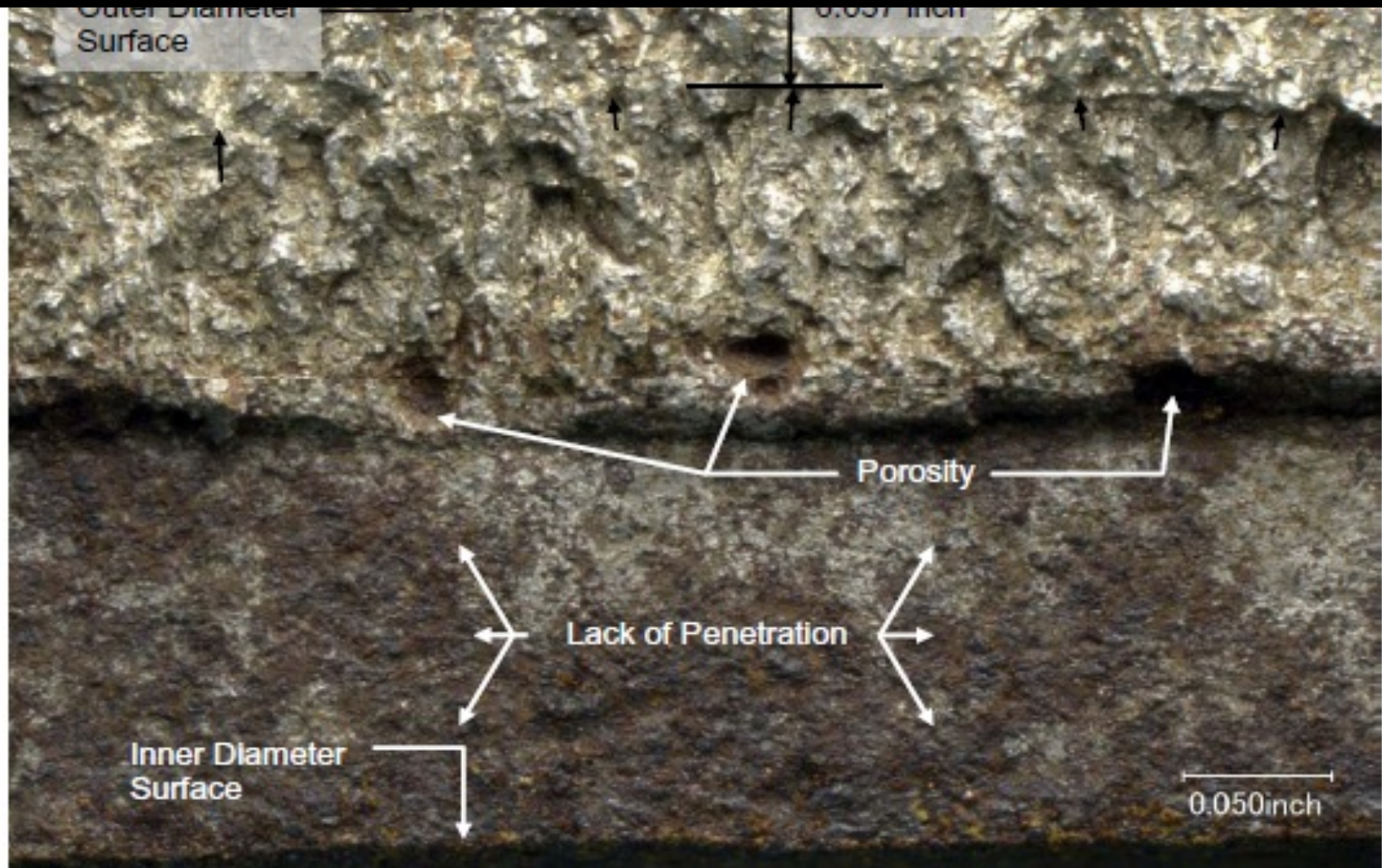


Figure 35: Micrograph of the initiation site in pup 1 at the 21.4 inch mark, the deepest point of the crack arrest mark. The profile of the arrest mark is indicated by the black arrows.



**PG&E Milpitas control room
operator:
“We’re Screwed!”**

The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'



1956 construction 'work arounds' to relocate Line 132 and install Segment 180

1968 start intentional pressure 'Spiking' to maintain MAOP

1978 no action taken to hydrostatically test Line 132

1985 no action taken to replace Line 132 as part of the GPRP

1987 no action taken to uncover pipeline to determine what was 'in the ground'

The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'



1988 no action taken to determine cause of leak in Line 132

1996 no actions taken to install RCVs or ASVs to reduce effects of rupture

1998 no actions taken to validate information contained in pipeline GIS

2000 replaced GPRP with Risk Management Program to reduce costs

2003 repeat intentional pressure 'Spiking' to maintain MAOP

2004 integrity survey discloses 13 leaks with 'unknown' causes

Line 132 Bunker Hill longitudinal weld leak



The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'



2008 no actions taken to determine 'unknown' causes of 26 leaks in Line 132

2008 repeat intentional pressure 'Spiking' to maintain MAOP

2008 no inspection of Segment 180 uncovered for sewer replacement

2009 Enterprise Risk Management report recognizes pipeline explosion risks

2010 audit of PG&E's Integrity Management Program discloses dilution through exception process and insufficient allocation of resources

The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'

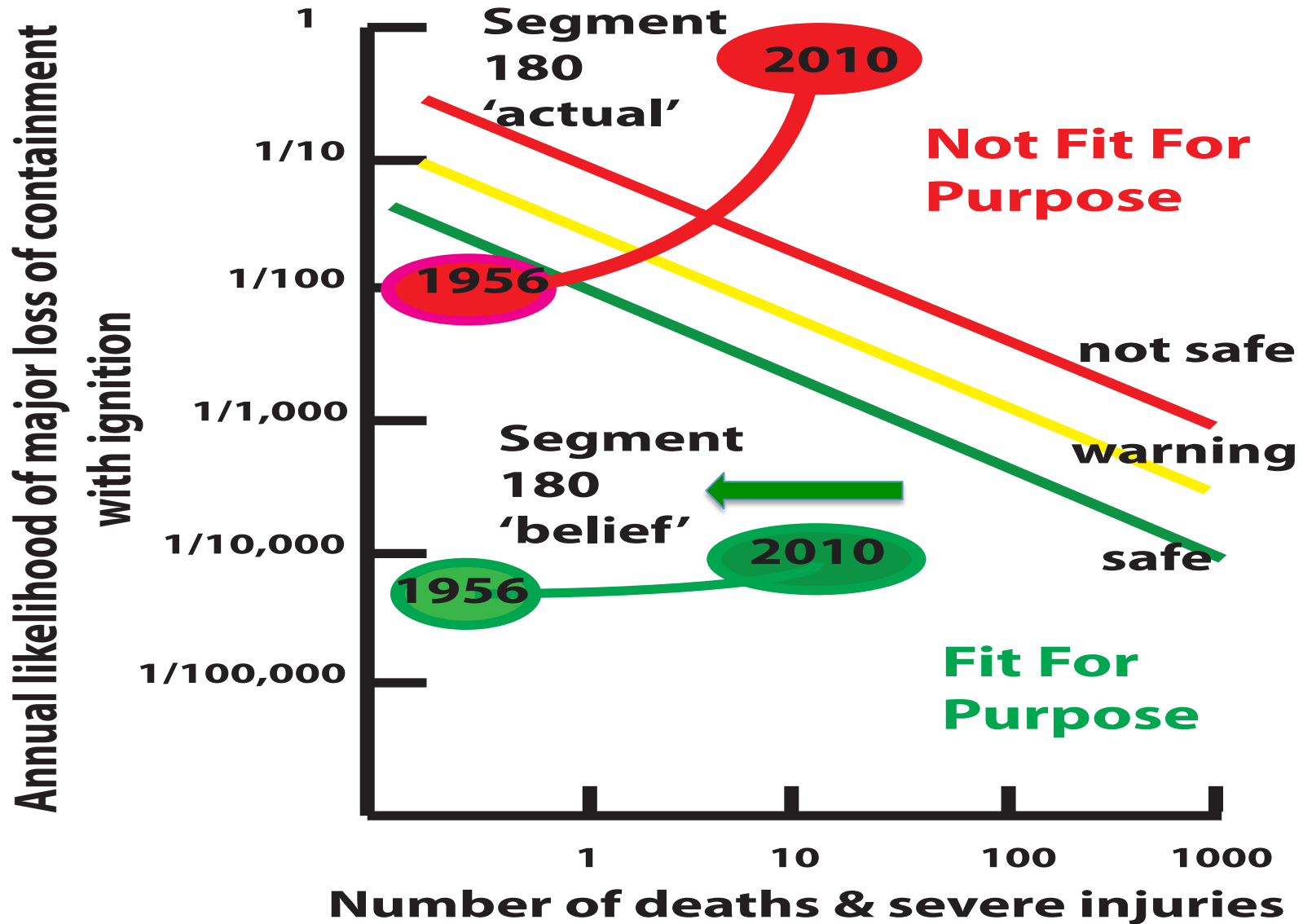


2010 additional manufacturing defect discovered in Line 132 girth weld

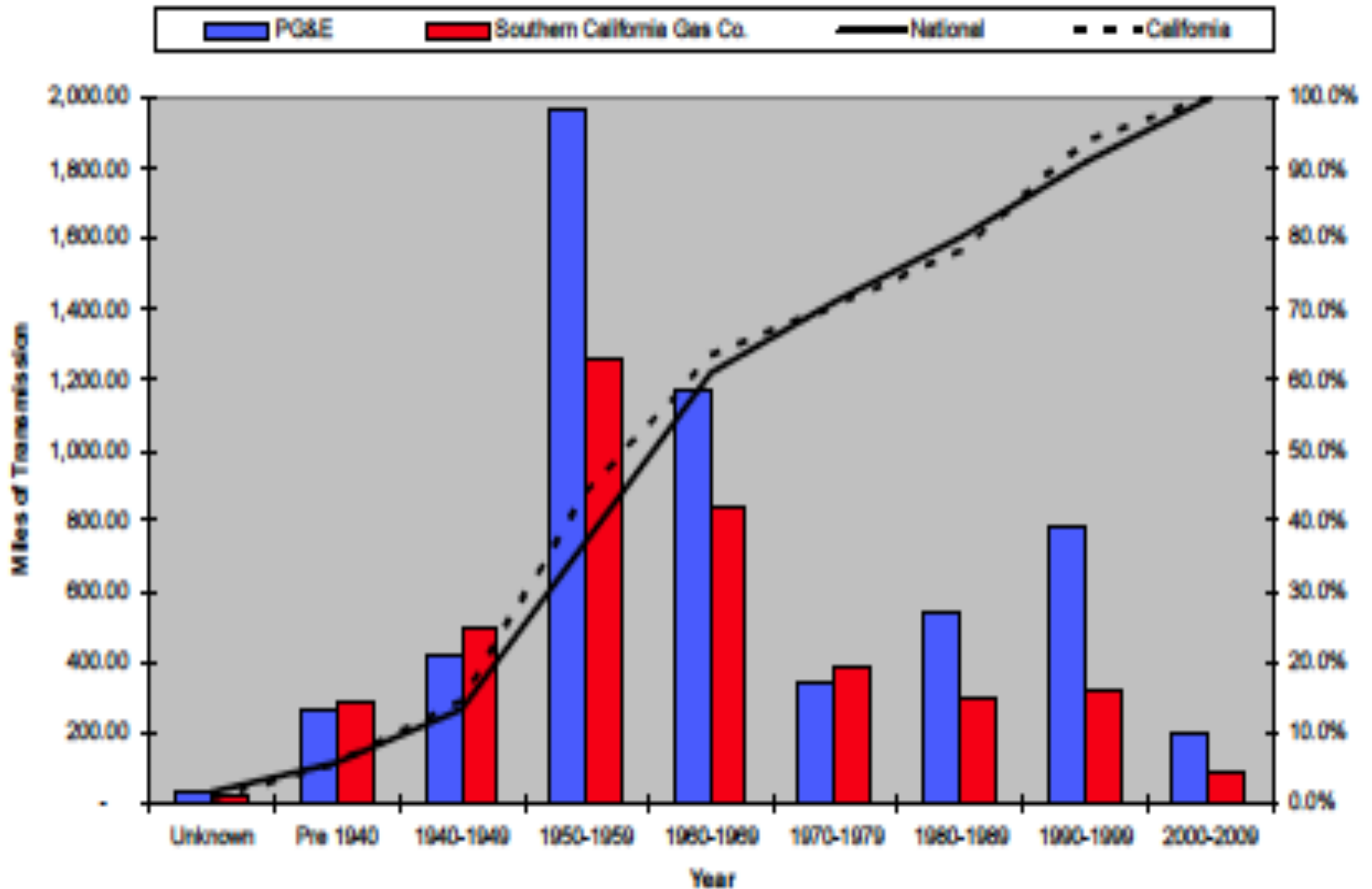
2010 September 9 at 6:11 PM Line 132 Segment 180 ruptures with catastrophic effects



PG&E Segment 180 Integrity Mis-management



Production Increases

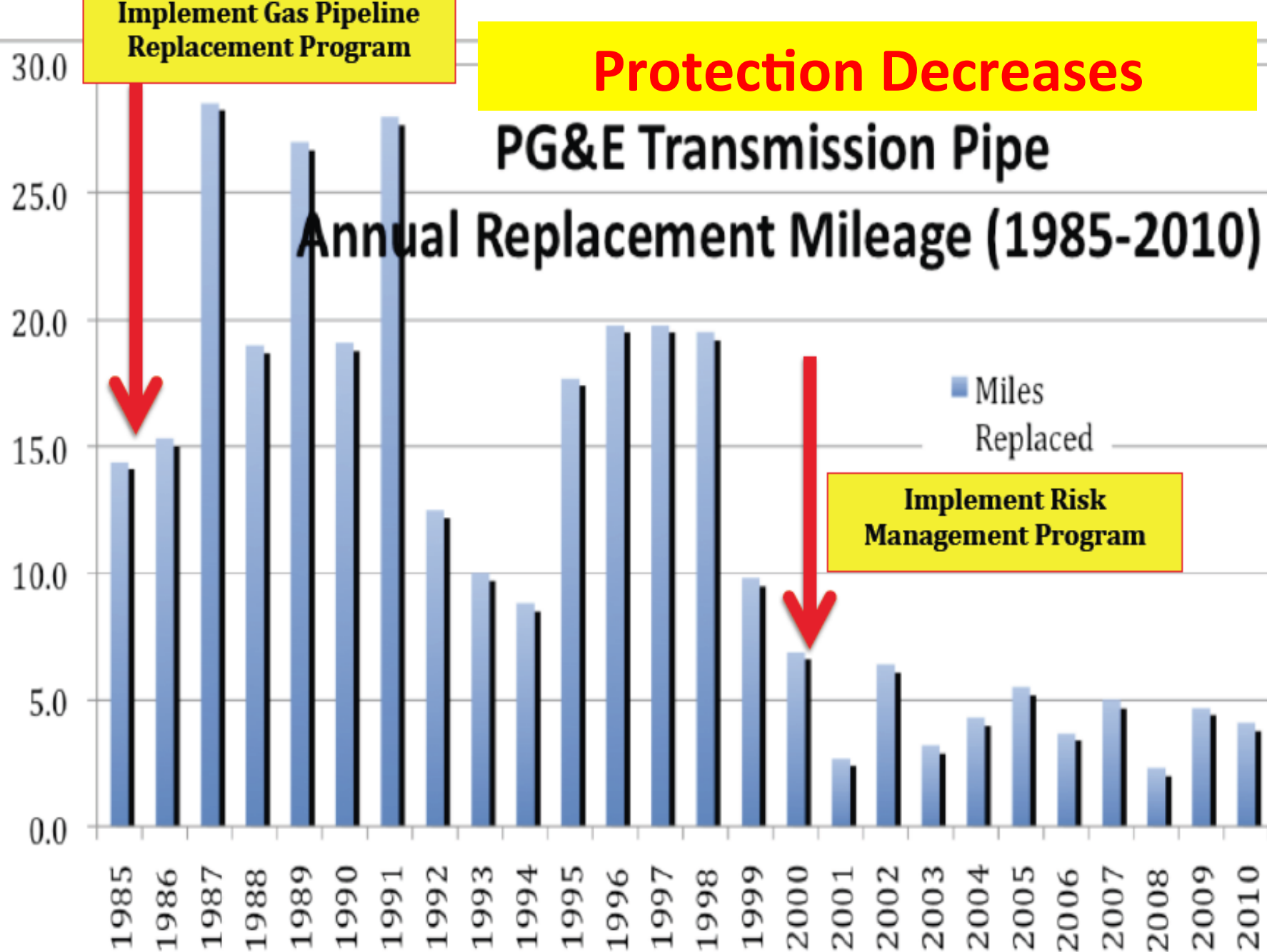


**Implement Gas Pipeline
Replacement Program**

Protection Decreases

PG&E Transmission Pipe Annual Replacement Mileage (1985-2010)

**Implement Risk
Management Program**





Tony Earley
PG&E CEO

“I saw a company that lost its way”
(New PG&E CEO Tony Early)

June 9, 2012



ESS AT PGE.COM

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Line 132 Segment 180
was
MANAGED TO FAILURE
by
PG&E

Exhibit 4



Serving Alameda, Contra Costa, Marin and San Francisco counties

SAN FRANCISCO GROUP

Please reply to 1474 Sacramento St., #305, San Francisco, CA 94109-4002

November 30, 2016

To Whom it May Concern:

SUPPORTING UPPER FOLSOM STREET CEQA APPEAL

The Sierra Club San Francisco Group supports the withdrawal or appeal of the categorical exemption for the Bernal Heights Upper Folsom Street Right-of-Way Housing Development (Planning Dept. Case No. 2013.1383ENV, hereinafter the "Project") and supports the preparation of an Environmental Impact Report for the Project.

The San Francisco Group speaks for the Sierra Club on city issues, on behalf of its 6,000 members and are one of the four chapters in the 4-county Bay Chapter's 30,000 members including Marin, Alameda, Contra Costa and San Francisco Counties. Our members, as well as the general public, will be directly affected by the Project's adverse environmental impacts on parkland, open space, and the Bernal Heights neighborhood.

The Upper Folsom Street Project received a Class 3 categorical exemption under CEQA Guidelines Section 15303(a). Pursuant to CEQA Guidelines Section 15300.2(c), however, a "categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." This proposed Project involves a number of unusual circumstances that will result in significant adverse environmental impacts.

*The exemption was granted to this proposed Project based on the fact that "the project site is not located in a particularly sensitive or hazardous area." Yet the proposed access to the Project will be built over a 26-inch 30-year-old gas transmission pipeline on a City right-of-way with an approximately 35 percent grade slope – including significant excavation. The Project site is adjacent to Bernal Heights Park and Bernal Heights Community Garden, in a densely populated area. City departments have stated they do not take responsibility for the safety of the pipeline, which is one of only three major gas lines in San Francisco. Despite federal recommendations, no informed assessment has taken place to assure local residents of the safety of this Project. This circumstance poses a risk of catastrophic environmental impacts, yet no environmental review has been completed.



Serving Alameda, Contra Costa, Marin and San Francisco counties

The U.S. Department of Transportation's Office of Pipeline Safety states that most gas transmission pipeline accidents occur on rights-of-way by private contractors – exactly the situation being proposed. A new, privately built access road over a major transmission pipeline –with the potential for multiple future adjacent private excavations on a steep slope – is unusual in San Francisco, if not unique. The proposed Project exposes a dense urban population to an unacceptable risk of environmental catastrophe, with no environmental review.

*CEQA Guidelines Section 15303 (2) can exempt construction of up to three single-family Residents. Guidelines Section 15300.2(b), however, prohibits the use of a categorical exemption where “the cumulative impact of successive projects of the same type in the same place, over time is significant.” In this case, there are six undeveloped lots in the proposed Project area; the current Project proposes two 2,500 – 3,000 square foot homes including multi-car garages. If this Project is approved, it will set a precedent for the other four lots for further development in the near future.

*The proposed Project will have a number of additional impacts, including massing, loss of sunlight, and destruction of open space. It sets a precedent for large-scale houses in a neighborhood with traditionally smaller-scale housing and single car garages. The Project site is located within 300 feet of a possible urban bird refuge, within a steep slope district, and requires unusually extensive excavation. Moreover, as the categorical exemption determination notes, the Project site “is in an area that would be exposed to strong earthquake shaking.” It notes that the Project's geotechnical reports recommend “seismic design parameters” to be used “during the Department of Building Inspection (DBI) building permit plan check process.” It is inappropriate to suggest the use of mitigation measures in a categorical exemption, especially where those mitigation measures constitute undefined subsequent changes to the Project – precluding an “accurate, stable and finite project description.” *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

For these reasons, we request that the City withdraw the categorical exemption for Case No. 2013.1383ENV and complete an EIR for the proposed Project. Should the City fail to complete an EIR, the Sierra Club San Francisco Bay Chapter supports the appeal of the Project's flawed environmental determinations and opposes the issuance of Project permits, including BPA Nos. 2013.12.16.4322 and 2013.12.16.4318.

A handwritten signature in blue ink that reads "Becky Evans". The signature is written in a cursive, flowing style.

Becky Evans

Vice Chair, San Francisco Group

Exhibit 5

BERNAL HEIGHTS DEMOCRATIC CLUB

Chartered since 1988 to give the residents of Bernal Heights an effective voice in government

April 20, 2016

To: SF PLANNING COMMISSION

RODNEY FONG, COMMISSION PRESIDENT
planning@rodneymong.com

DENNIS RICHARDS, COMMISSION VICE-PRESIDENT
dennis.richards@sfgov.org

MICHAEL ANTONINI, COMMISSIONER
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RICH HILLIS, COMMISSIONER
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JOHN RAHAIM, DIRECTOR OF PLANNING
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christine.d.johnson@sfgov.org

KATHRIN MOORE
mooreurban@aol.com

CINDY WU, COMMISSIONER
cwu.planning@gmail.com

FROM: Bernal Heights Democratic Club
bernalheightsdemclub@gmail.com

The Bernal Heights Democratic Club supports the opposition to the Upper Folsom Street Development in Bernal Heights, based on significant public safety concerns. There is clear danger from the major aging PG&E gas transmission pipeline; extreme steepness and narrow width of the proposed street; and unresolvable limited access to emergency vehicles.

It is our understanding that the two proposed lots now seeking permits will be followed by four more immediately adjacent. These types of construction will do nothing to address San Francisco's housing crisis, and are unsafe and inappropriate developments on these lots.

We appreciate your consideration of our input in this matter.

BernalHeightsDC@aol.com
follow or message BHDC on Facebook:
<https://www.facebook.com/bernalheightsdemocraticclub>
FPPC #923351

Exhibit 6



July 18, 2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a **complete, open, coordinated and transparent environmental impact review (EIR)** for the proposed project at **3516 and 3526 Folsom Street**.

We are concerned that the Bernal Heights neighborhood will be negatively impacted by this project based on our understanding that:

- It would threaten public safety as it is located adjacent to an aging 26-inch major gas transmission line 109. Heavy equipment would be traveling over this line in this very steep area during construction.
- It would negatively impact traffic safety as well as parking availability.
- It would be a "gateway" for four other adjacent sites, creating in essence a six unit "mini-sub-division". Such piecemeal planning is not in the best interests of San Francisco's neighborhoods.

It appears that the project developer has not heeded the concerns expressed by the East Slope Design Review Board, which was established by the San Francisco Planning Commission in 1986.

Thank you for your consideration. We ask that you **oppose this Categorical Exemption**.

Sincerely,

BHNC Board of Directors

Exhibit 7

Ryan Patterson

From: Samir Halteh <shalteh@gmail.com>
Sent: Tuesday, March 29, 2016 7:05 PM
To: Ryan Patterson
Cc: Lupe Hernandez
Subject: Folsom Street Extension

Follow Up Flag: Flag for follow up
Flag Status: Completed

Hi Ryan - please find my statement below. Hope this helps! -S

To Whom It May Concern:

My name is Samir Halteh and I have been a resident of the 300 block of Bradford Street, currently the steepest street in San Francisco) since September 2011.

In my relatively short period of time living on the block I've been witness to two separate car accidents as a result of the steep grade of the street. That does not even include others that other residents of the street have witnessed (including a few over-turned vehicles).

The first accident happened when a gentleman employed to repair a garage door on the block got stuck on the steeper portion of the street. He was unable to turn around because the street was too narrow and because of the high center of gravity of his vehicle. When he tried to get down in reverse, he ended up losing control of the vehicle and it crashed into two separate parked cars which then ricocheted it into two separate homes.

The second accident occurred when a taxi mistakenly navigated up the street. While attempting a three-point-turn, he drove up a curb which caused the vehicle to be lifted off the ground, suspended between the steepest part of the street with the part above it. He was unable to move since the car appeared to be in a position where it would flip over. We ended up having to call SFPD which later brought in SFFD as well as a tow truck to help get the car to safety.

On top of these incidents, there are countless people who navigate up the street looking for parking and end up getting stuck. I have watched countless times as they destroy our landscaping and privacy walls trying to get down.

Every call to a repairman or a delivery comes with a sense of dread (and good amount of forewarning) due to the grade of the street.

Replicating a street that is too narrow, steep, and without access from both sides is irresponsible, in my opinion. It strikes me as remarkably shortsighted to build homes with garage parking and street access in a location that so obviously cannot facilitate it safely. If the homes are to be built, I believe that the only solution is to give them access via staircase like those on Joy street.

Best,
Samir Halteh

354 Bradford Street
San Francisco, CA 94110

Ryan Patterson

From: Aaron W. <adwplanner@gmail.com>
Sent: Monday, April 25, 2016 5:49 PM
To: Ryan Patterson
Subject: Fwd: Upper Folsom Street Proposal - Folsom at Powhattan street

Here you go Ryan.

Sent from my portable telephone

Begin forwarded message:

From: "A-RON D.W." <adwplanner@gmail.com>
Date: March 30, 2016 at 4:48:36 PM PDT
To: richard.sucre@sfgov.org
Subject: Upper Folsom Street Proposal - Folsom at Powhattan street

Dear Mr. Sucre:

I am writing to express my concerns as a Bernal resident over the proposed street addition at upper Folsom street near Powhattan.

I reside on Bradford Street, the steepest hill in San Francisco. I believe the Folsom street addition will be of a similar slope. We have had issues with emergency vehicles not being able to navigate the hill. We have had cars where the emergency brake has snapped resulting in damage. We regularly have vehicles blocking passage in one direction or another. My father recently lost control of his balance and fell, breaking his leg. We have had people with belongings in shopping carts that have lost control of the carts, causing damage to vehicles.

I urge your committee to consider the potential hazards of inserting such a narrow and steep hill into the existing fabric of this location of Bernal.

Thank you.

Exhibit 8

Buscovich & Buscovich

WWW.BUSCOVICH.COM

235 MONTGOMERY STREET, SUITE 1140, SAN FRANCISCO, CALIFORNIA 94104 • TEL: (415) 780-0636 • E-Mail: patrick@buscovich.com

Board of Supervisor
City Hall
San Francisco, CA
Job Number: 14.145

July 8, 2016

Patrick Buscovich Civil Engineer

3516 Folsom
Rahul Shal

The following is a Civil Engineering Study and analysis of the proposed "Street": It is Current and unimproved dirt hill

- The Bureau of Street Use and Mapping (BSUM) have standards for street design and construction for the city to maintain a street after it is built. The current design is so out of conformance with city standards, the city will never accept this street for maintenance. The street has varying slope from the intersection up the hill and the sidewalks are not level with each other. Warping of a street like this is not allowed. The fronting property owner will then have to maintain this street in perpetuity. In Addition, drainage down the street may flood the downhill homes
- This proposed street will be one of the steepest streets in San Francisco at +/- 36% slope. It will be 16 feet wide with no vehicle turn around at the top. It is a dead end street. Streets this steep are almost always thru streets or at a minimum have a turnaround. Without a turn around at the top, cars will back down the street in reverse. California vehicle code (CVC) discourages this maneuver due to loosing control of a vehicle.
- Most vehicles, other than a specialized car, will not be able to drive onto this dead end street and into the houses. Most passenger cars will stop at the corner of Folsom & Chapman and park.
- It will be a challenge to turn around and change direction on this street in a vehicle, based upon the narrow width of 16 feet and extreme slope. Average cars length range from 15 feet to 18 feet long. It will be difficult to have an average car turn from uphill, to 90° to curb, to down hill. At 16 foot wide, an 18 foot car does not fit in the 90° position. Further, at 36° slope, vehicles with a medium to high center of mass will experience "tipping over" when turning around in the 90°

position. Thus any vehicle that are tall (i.e. mail truck, pick up, delivery van, garbage truck, etc) or have a long wheel base (sedan) will not be able to drive onto this dead end street. The only passenger car that could use this dead end street is low height, short wheel base, compact cars. Backing down the hill is not going to be a viable or safe solution. Ironically, the only vehicle that can turn around on this street (i.e. compact car) will not be able to transverse the base of the dead end street. The base is a flat intersection, a transition section and a steep hill (36°). Most cars will bottom out the tail pipe going uphill or the front fender going down. Even with a transition section of the street going from flat 0°, a short transition of 18° and then street 36° is not enough. No extension of car beyond the rear wheel or front wheel will work. To cross the intersection and go up/down this street will require a car with no front or rear end. This vehicle will also need to cross a very steep sidewalk and down a warp driveway; this will require a high undercarriage. A compact car with a high undercarriage and no front or rear end. The only vehicle that meets this description is a off road Jeep. It is short, has a low center of mass, high undercarriage clearance and no front or rear end. It is not a passenger vehicle. It is for off road driving which is what will be required to drive this hill. This vehicle is not meant for speed in excess of 50 MPH.

It is also important to note that garbage truck will not go up this street and Recology will not walk up the street to pick up recycling. Recycling bins will have to be left at the corner of Folsom and Chapman. With two homes now and two proposed with 4 more sites ready, the size of this garbage zone will be large. There is no sidewalk envision at the corner so no garbage zone is available. This is problem that needs to be addressed now in the street design for these homes to be livable.

Additionally, the mail truck will not go up this street. The mailman will have to hike up this street leaving his truck at the corner. This will potentially

create a traffic issue at the intersection of Folsom and Chapman. I also hope that the project sponsor has talked to the US Postal Service to confirm they will hike the street to deliver the mail. Otherwise, a mail box will be required by the USPS at the intersection of Chapman and Folsom. There is no location I see that works for a mail box, let alone the recycle garbage bin zone.

The proposed two homes will need off street vehicle parking. Plausibly one vehicle could be a true off road Jeep, which could drive this street. The jeep will also be able to traverse the sidewalk cross slope. Most passenger vehicles can not traverse the extremely warped driveway. Exiting the garage and backing up the driveway will create a blind spot for the driver. At a minimum, a second car will be used at this house. Due to the steepness of Bernal I question the viability of a bike to replace a car but at a minimum, one addition car will be used for a house of this size. This second car is not going to be a jeep but a passenger car. This car will not be able to use the garage parking in the house but will use Street Parking. On this 16 foot section of Folsom St. there is no street parking. For planning purpose, six home time 1 car per home need to be accounted for neighborhood parking. For guest visits, more parking will be require. A simple study shows the need for 10 additional street parking spot in a neighbor with an acute shortage of on street parking. These "10 cars" not go up and down the street or across the sidewalk down the warped driveway. There is no street parking in front of these homes. These 10 cars are going to park in a 200 foot walking radius on the adjoining block of Folsom street, below the intersection or the adjoining block of Chapman. In this walking radius there are roughly 50 to 60 street parking spots that are almost always full. Adding 20% more parking is impossible. The garage in these homes will not work and a 16 foot wide Street with no street parking in front of homes will congest parking in this neighbor and will cause issues with Proposition Statement 2 "neighborhood character is

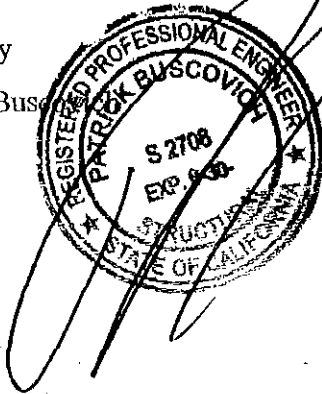
conserved and protected". I am also concerned that this parking congestion issue will impede emergency vehicles (Police, Fire, and EMS).

Summary

In summary, the vehicle issue and parking demand will create a traffic mess for this neighborhood. This problem has simply not even been addressed by the project sponsor. It will be borne by the neighborhood. This problem is exacerbating by the size of the homes and number of bedroom proposed by the project by the project sponsor. This will be the steepest street with driveways in San Francisco, if not the State. In addition, the lack of thru or turn around will, in my professional opinion, create a significant traffic and parking problem.

Sincerely

Patrick Buscovich



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 - Chaired the 1995 update on the San Francisco Housing Code.
 - Directed formulation of UMB tenant protection program
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- Structure Rehabilitation of Historic Building.
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Exhibit 9

Example of incompatible vegetation
planted within the ROW.

Tree Roots



Example of the impact tree roots can
have on a pipeline.

se

Trees, large bushes and structures are not permitted within the pipeline right-of-way.

Keeping the right-of-way clear maintains the integrity of the pipeline and increases public safety.

**TO REPORT A GAS LEAK OR OTHER
EMERGENCY CALL:**

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QUESTAR PIPELINE or
QUESTAR OVERTHRUST1-800-300-2025

QUESTAR SOUTHERN
TRAILS PIPELINE1-800-261-0668

Trees and their potential to damage pipelines

Questar is an integrated natural gas company headquartered in Salt Lake City, Utah. Through subsidiaries Questar Gas, Questar Pipeline, Questar Southern Trails Pipeline, and Questar Overthrust Pipeline, the corporation owns and operates 29,000 miles of transmission and distribution pipelines in the western United States.

This brochure explains why planting deep-rooted vegetation, specifically trees, in Questar's pipeline rights-of-way is not permitted.



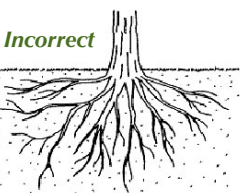
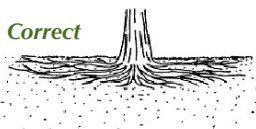
QUESTAR®



TREES & THEIR POTENTIAL TO DAMAGE PIPELINES

THE TRUTH ABOUT ROOTS

Tree roots are commonly depicted as a mirror image of the branches above. This is not an accurate picture of how tree roots actually grow. In fact, a tree's roots typically spread much further than its branches. Tree roots are also generally shallower than expected, with 90 percent of the roots contained in the first three feet of soil depth. However, if tree roots can get oxygen, they will reach deeper in search of water and nutrients. These deeper roots pose potential risks for pipeline safety.



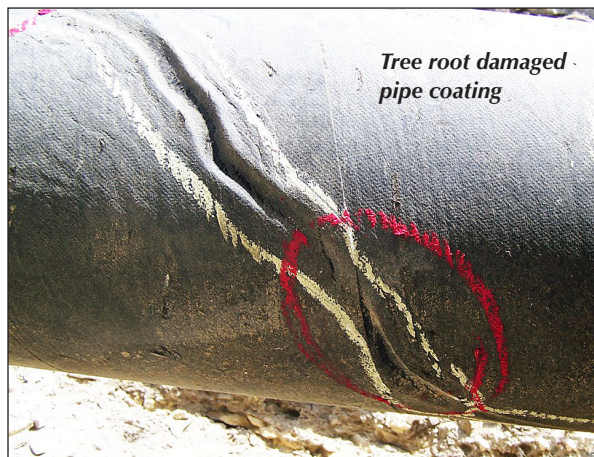
PIPELINE SAFETY VS. ROOTS

Trees planted too close to a pipeline can cause several potential safety-related problems. Roots follow the path of least resistance and grow easily in the less compact soils that typically surround a buried pipeline.

As roots continue to grow around the pipeline, they can damage the protective coating on the pipe. The protective coating helps to minimize corrosion on the pipeline.

As the trees and roots grow larger the risk to the pipeline increases.

If the tree is uprooted in a storm, it could rupture or severely damage the pipeline.



These are the most common examples of how trees planted too near a pipeline can cause damage and leaks that put the community at risk and may possibly disrupt service to our customers.

MAINTENANCE AND EMERGENCY ACCESS

In order for maintenance or emergency response equipment to investigate or remedy a problem, trees, large bushes and shrubs, and structures including landscaping (e.g. rock walls) and fences that limit access to the pipeline or our rights-of-way must be removed. Obstacles like these can increase the time it takes to access the pipeline if there's a problem and may make the situation more dangerous.

LANDSCAPING

Deep-rooted plants and trees, and retaining walls, are not permitted within the right-of-way. Grasses, low-growing plants and shrubs, and gardens may be planted within the right-of-way. If landscaping is disturbed during Questar's maintenance activities, the property owner is responsible for restoration.

CALL BEFORE YOU DIG

Before doing any digging or excavating, always dial 811 at least 48 hours ahead of time. Someone will come and mark the location of buried pipelines and other utilities for no charge.



ADDITIONAL INFORMATION

For additional information about Questar's operations or facility locations, visit www.questar.com or contact:

Questar Gas Call Center 801-324-5111

Questar Pipeline Co. Operations Center 307-382-8882

Questar Southern Trails Pipeline 307-382-8882

**180 East 100 South
P.O. Box 45360
Salt Lake City, UT 84145-0360**

For information about Questar's Public Awareness Programs contact: Questar Corporate Communication Department at 801-324-5548

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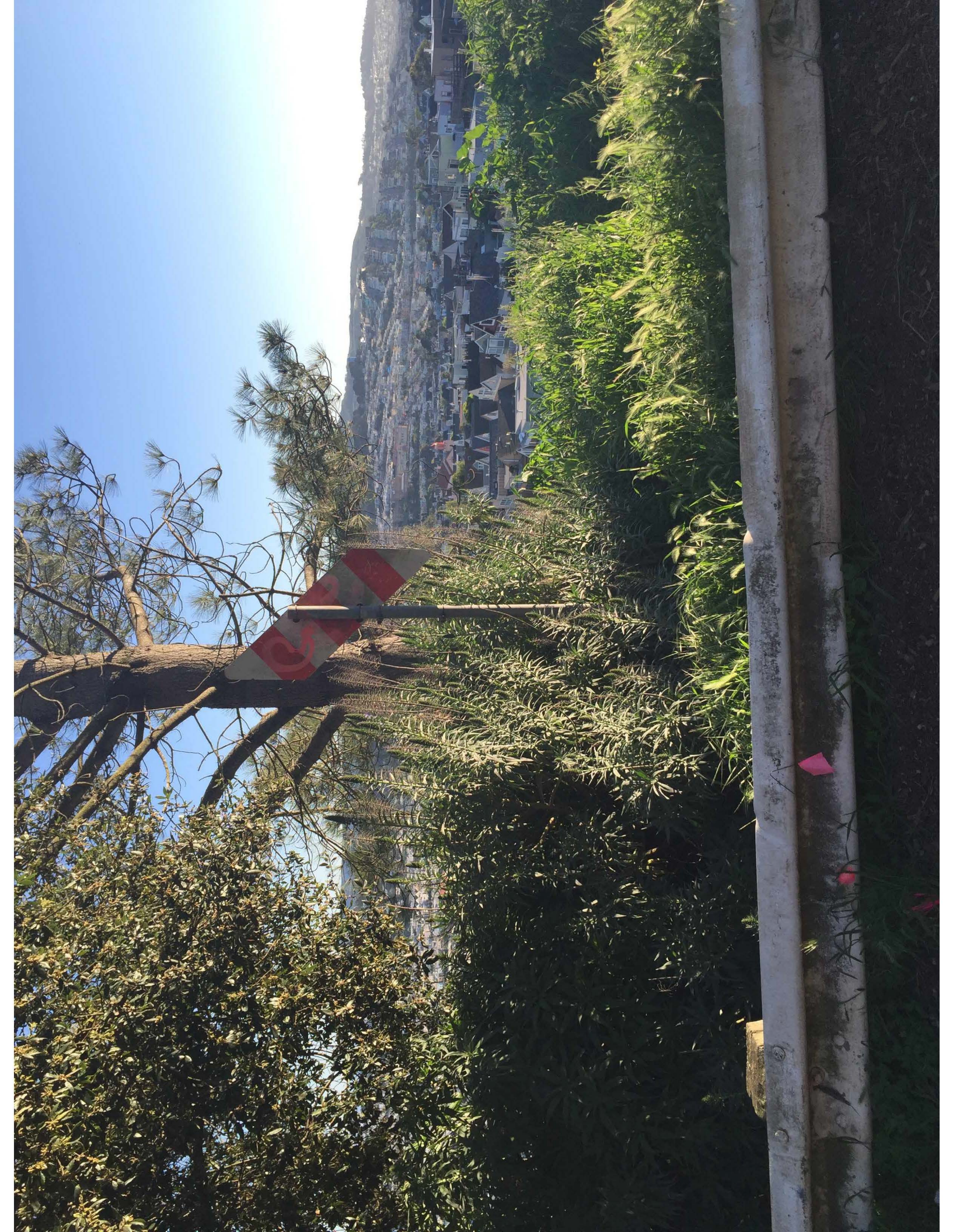


Exhibit 10

SPECIAL PUBLICATION 117

**GUIDELINES FOR
EVALUATING AND MITIGATING
SEISMIC HAZARDS
IN CALIFORNIA**

Adopted March 13, 1997 by the State Mining and Geology Board in
Accordance with the Seismic Hazards Mapping Act of 1990

Copies of these Guidelines, California's Seismic Hazards Mapping Act,
and other related information are available on the World Wide Web at
Copies also are available for purchase from the Public Information Offices of the California
Geological Survey.

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CHAPTER 1

INTRODUCTION

Prompted by damaging earthquakes in northern and southern California, in 1990 the State Legislature passed the Seismic Hazards Mapping Act. The Governor signed the Act, codified in the Public Resources Code as Division 2, Chapter 7.8 (see Appendix A), which became operative on April 1, 1991.

The purpose of the Act is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act (which addresses only surface fault-rupture hazards) and are outlined below:

1. **The State Geologist** is required to delineate the various "seismic hazard zones."
2. **Cities and Counties**, or other local permitting authority, must regulate certain development "projects" within the zones. They must withhold the development permits for a site within a zone until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.
3. **The State Mining and Geology Board** provides additional regulations, policies, and criteria, to guide cities and counties in their implementation of the law (see Appendix B). The Board also provides guidelines for preparation of the Seismic Hazard Zone Maps (available at <http://www.consrv.ca.gov/dmg/shezp/zoneguid.html>) and for evaluating and mitigating seismic hazards (this document).
4. **Sellers (and their agents)** of real property within a mapped hazard zone must disclose that the property lies within such a zone at the time of sale.

This document constitutes the guidelines for evaluating seismic hazards other than surface fault-rupture, and for recommending mitigation measures as required by Public Resources Code Section 2695(a). Nothing in these Guidelines is intended to conflict with or supersede any requirement, definition, or other provision of Chapter 7.8 of the Public Resources Code; California Code of Regulations, Title 14, Division 2, Chapter 8, Article 10; the Business and Professions Code; or any other state law or regulation.

Objectives

The objectives of these Guidelines are twofold:

1. To assist in the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations; and

2. To promote uniform and effective statewide implementation of the evaluation and mitigation elements of the Seismic Hazards Mapping Act.

The Guidelines will be helpful to the owner/developer seeking approval of specific development projects within zones of required investigation and to the engineering geologist and/or civil engineer who must investigate the site and recommend mitigation of identified hazards. They will also be helpful to the lead agency engineering geologist and/or civil engineer who must complete the technical review, and other lead agency officials involved in the planning and development approval process. Effective evaluation and mitigation ultimately depends on the combined professional judgment and expertise of the evaluating and reviewing professionals.

The methods, procedures, and references contained herein are those that the State Mining and Geology Board, the Seismic Hazards Mapping Act Advisory Committee, and its Working Groups believe are currently representative of quality practice. Seismic hazard assessment and mitigation is a rapidly evolving field and it is recognized that additional approaches and methods will be developed. If other methods are used, they should be justified with appropriate data and documentation.

For a general description of the Department's Seismic Hazards Mapping Program, its products and their uses, refer to the User's Guide (available in draft form on the World-Wide Web at <http://www.consrv.ca.gov/dmg/shezp/userguid.html>). A hard-copy edition of the User's Guide will be available later in 1997.

CHAPTER 2

Definitions, Caveats, and General Considerations

Definitions

Key terms that will be used throughout the Guidelines are defined in the Act and related regulations. These are:

- **"Seismic Hazards Mapping Act"**— California Public Resources Code Sections 2690 and following, included as Appendix A.
- **"Seismic Hazards Mapping Regulations"**— California Code of Regulations (CCR), Title 14, Division 2, Chapter 8, Article 10, included as Appendix B.
- **"Owner/Developer"** is defined as the party seeking permits to undertake a "project", as defined below.
- **"Mitigation"** means those measures that are consistent with established practice and reduce seismic risk to "acceptable levels" [Public Resources Code (PRC) Section 2693(c)].
- **"Acceptable level"** of risk means that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project [CCR Title 14, Section 3721(a)].
- **"Lead agency"** means the state agency, city, or county with the authority to approve projects [CCR Title 14, Section 3721(b)].
- **"Certified Engineering Geologist"** means an engineering geologist who is certified in the State of California [CCR Title 14, Section 3721(c); Business and Professions Code (BPC) Sections 7804 and 7822] and practicing in his or her area of expertise. These professionals will be referred to throughout these Guidelines as "engineering geologists." See page 8 (*Engineers or Geologists— Who Does What?*) for a discussion of scope of involvement in site-investigation reports and related reviews.
- **"Registered Civil Engineer"** means a civil engineer who is registered in the State of California [CCR Title 14, Section 3721(c); BPC Sections 6701-6704] and practicing in his or her area of expertise. These professionals will be referred to throughout these Guidelines as "civil engineers." See page 8 (*Engineers or Geologists—Who Does What?*) for a discussion of scope of involvement in site-investigation reports and related reviews.
- **"Site-Investigation Report"** means a report prepared by a certified engineering geologist and/or a civil engineer practicing within the area of his or her competence, which documents the results of an investigation of the site for seismic hazards and recommends

mitigation measures to reduce the risk of identified seismic hazards to acceptable levels. In PRC Section 2693(b) and elsewhere, this report is referred to as a "geotechnical report."

- The term "**Project**" is defined by the Seismic Hazards Mapping Act as any structures for human occupancy, or any subdivision of land that contemplates the eventual construction of structures for human occupancy. Unless lead agencies impose more stringent requirements, single-family frame dwellings are exempt unless part of a development of four or more dwellings. (The definition is complex; see Table 1 for specific language.)
- "**Seismic Hazard Zone Maps**" are maps issued by the State Geologist under PRC Section 2696 that show zones of required investigation.
- "**Seismic Hazard Evaluation Reports**" document the data and methods used by the State Geologist to develop the "**Seismic Hazard Zone Maps**."
- "**Zones of Required Investigation**," referred to as "**Seismic Hazard Zones**" in CCR Section 3722, are areas shown on Seismic Hazard Zone Maps where site investigations are required to determine the need for mitigation of potential liquefaction and/or earthquake-induced landslide ground displacements.

Definitions of technical terms appear in Appendix C.

Caveats

Minimum Statewide Safety Standard

Based on the above definitions of "mitigation" and "acceptable risk," the Seismic Hazards Mapping Act and related regulations establish a statewide minimum public safety standard for mitigation of earthquake hazards. This means that the minimum level of mitigation for a project should reduce the risk of ground failure during an earthquake to a level that does not cause the collapse of buildings for human occupancy, but in most cases, **not** to a level of no ground failure at all. However, nothing in the Act, the regulations, or these Guidelines precludes lead agencies from enacting more stringent requirements, requiring a higher level of performance, or applying these requirements to developments other than those that meet the Act's definition of "project."

Areal Extent of Hazard

The Seismic Hazard Zone Maps are developed using a combination of historic records, field observations, and computer-mapping technology. The maps may not identify all areas that have potential for liquefaction, earthquake-induced landsliding, strong ground shaking, and other earthquake and geologic hazards. Although past earthquakes have caused ground failures in only a small percentage of the total area zoned, a worst-case scenario of a major earthquake during or shortly after a period of heavy rainfall is something that has not occurred in northern California

TABLE 1. Definition of "Project"

Public Resources Code Section 2693.

As used in [Chapter 7.8, the Seismic Hazards Mapping Act]:

(d) "Project" has the same meaning as in Chapter 7.5 (commencing with Section 2621), except as follows:

- (1) A single-family dwelling otherwise qualifying as a project may be exempted by the city or county having jurisdiction of the project.
- (2) "Project" does not include alterations or additions to any structure within a seismic hazard zone which do not exceed either 50 percent of the value of the structure or 50 percent of the existing floor area of the structure.

Public Resources Code Section 2621.6.

(a) As used in (Chapter 7.5, the Alquist-Priolo Earthquake Fault Zoning Hazard Act), "project" means either of the following:

(1) Any subdivision of land which is subject to the Subdivision Map Act (Division 2 (commencing with Section 66410) of Title 7 of the Government Code), and which contemplates the eventual construction of structures for human occupancy.

(2) Structures for human occupancy, with the exception of either of the following:

(A) Single-family wood-frame or steel-frame dwellings to be built on parcels of land for which geologic reports have been approved pursuant to paragraph (1).

(B) A single-family wood-frame or steel-frame dwelling not exceeding two stories when that dwelling is not part of a development of four or more dwellings.

(b) For the purposes of this chapter, a mobile home whose body width exceeds eight feet shall be considered to be a single-family wood-frame dwelling not exceeding two stories.

California Code of Regulations Section 3601 (Policies and Criteria of the State Mining and Geology Board, With Reference to the Alquist-Priolo Earthquake Fault Zoning Act).

The following definitions as used within the Act and herein shall apply:

(e) A "structure for human occupancy" is any structure used or intended for supporting or sheltering any use of occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year.

(f) "Story" is that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of the building included between the upper surface of the topmost floor and the ceiling or roof above. For the purpose of the Act and this subchapter, the number of stories in a building is equal to the number of distinct floor levels, provided that any levels that differ from each other by less than two feet shall be considered as one distinct level."

since 1906, and has not been witnessed in historic times in southern California. The damage from such an event in a heavily populated area is likely to be more widespread than that experienced in the 1971 San Fernando earthquake, the 1989 Loma Prieta earthquake, or the 1994 Northridge earthquake.

Off-Site Origin of Hazard

The fact that a site lies outside a zone of required investigation does not necessarily mean that the site is free from seismic or other geologic hazards, regardless of the information shown on the Seismic Hazard Zone Maps. The zones do not always include landslide or lateral spread run-out areas. Project sites that are outside of any zone may be affected by ground failure runout from adjacent or nearby sites.

Finally, neither the information on the Seismic Hazard Zone Maps, nor in any technical reports that describe how the maps were prepared nor what data were used, is sufficient to serve as a substitute for the required site-investigation reports called for in the Act.

Relationship of these Guidelines to Local General Plans and Permitting Ordinances

Public Resources Code Section 2699 directs cities and counties to "take into account the information provided in available seismic hazard maps" when it adopts or revises the safety element of the general plan and any land-use planning or permitting ordinances. Cities and counties should consider the information presented in these guidelines when adopting or revising these plans and ordinances.

Relationship of these Guidelines to the CEQA Process and Other Site Investigation Requirements

Nothing in these guidelines is intended to negate, supersede, or duplicate any requirements of the California Environmental Quality Act (CEQA) or other state laws and regulations. At the discretion of the lead agency, some or all of the investigations required by the Seismic Hazards Mapping Act may occur either before, concurrent with, or after the CEQA process or other processes that require site investigations.

Some of the potential mitigation measures described herein (e.g., strengthening of foundations) will have little or no adverse impact on the environment. However, other mitigation measures (e.g., draining of subsurface water, driving of piles, densification, extensive grading, or removal of liquefiable material) may have significant impacts. If the CEQA process is completed prior to the site-specific investigation, it may be desirable to discuss a broad range of potential mitigation measures (any that might be proposed as part of the project) and related impacts. If, however, part or all of the site-specific investigation is conducted prior to completion of the CEQA process, it may be possible to narrow the discussion of mitigation alternatives to only those that would provide reasonable protection of the public safety given site-specific conditions.

For hospitals, public schools, and essential service buildings, more stringent requirements are prescribed by the California Building Code (CCR Title 24). For such structures, the requirements of the Seismic Hazards Mapping Act are intended to complement the CCR Title 24 requirements.

Criteria for Project Approval

The State's minimum criteria required for project approval within zones of required investigation are defined in CCR Title 14, Section 3724, from which the following has been excerpted:

"The following specific criteria for project approval shall apply within seismic hazard zones and shall be used by affected lead agencies in complying with the provisions of the Act:

- (a) A project shall be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a geotechnical report and appropriate mitigation measures have been proposed.*
- (b) The geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist, having competence in the field of seismic hazard evaluation and mitigation. The geotechnical report shall contain site-specific evaluations of the seismic hazard affecting the project, and shall identify portions of the project site containing seismic hazards. The report shall also identify any known off-site seismic hazards that could adversely affect the site in the event of an earthquake. The contents of the geotechnical report shall include, but shall not be limited to, the following:*
 - (1) Project description.*
 - (2) A description of the geologic and geotechnical conditions at the site, including an appropriate site location map.*
 - (3) Evaluation of site-specific seismic hazards based on geological and geotechnical conditions, in accordance with current standards of practice.*
 - (4) Recommendations for appropriate mitigation measures as required in Section 3724(a), above.*
 - (5) Name of report preparer(s), and signature(s) of a certified engineering geologist and/or registered civil engineer, having competence in the field of seismic hazard evaluation and mitigation.*
- (c) Prior to approving the project, the lead agency shall independently review the geotechnical report to determine the adequacy of the hazard evaluation and proposed mitigation measures and to determine the requirements of Section 3724(a), above, are satisfied. Such reviews shall be conducted by a certified engineering geologist or registered civil engineer, having competence in the field of seismic hazard evaluation and mitigation."*

Lead agencies can have other, more stringent criteria for project approval. The State Mining and Geology Board recommends that the official professional Registration or Certification Number and license expiration date of each report preparer be included in the signature block of the report. In

addition, Chapter 3 provides a list of topics that should be addressed in site-investigation reports prepared for liquefaction and/or earthquake-induced landslides.

Engineers or Geologists - Who Does What?

The Act and Regulations state that the site-investigation reports must be prepared by a certified engineering geologist or registered civil engineer, who must have competence in the field of seismic hazard evaluation and mitigation, and be *reviewed* by a certified engineering geologist or registered civil engineer, also competent in the field of seismic hazard evaluation and mitigation. *Although the Seismic Hazards Mapping Act does not distinguish between the types of licensed professionals who may prepare and review the report, the current Business and Professions Code (Geologist and Geophysicist Act, Section 7832; and Professional Engineers Act, Section 6704) restricts the practice of these two professions. Because of the differing expertise and abilities of engineering geologists and civil engineers, the scope of the site-investigation report for the project may require that **both** types of professionals prepare and review the report, each practicing in the area of his or her expertise.* Involvement of both engineering geologists and civil engineers will generally provide greater assurance that the hazards are properly identified, assessed, and mitigated.

The State Mining and Geology Board recommends that engineering geologists and civil engineers conduct the assessment of the surface and subsurface geological/geotechnical conditions at the site, including off-site conditions, to identify potential hazards to the project. It is appropriate for the civil engineer to design and recommend mitigation measures. It also is appropriate for both engineering geologists and civil engineers to be involved in the implementation of the mitigation measures— engineering geologists to confirm the geological conditions and civil engineers to oversee the implementation of the approved mitigation measures.

CHAPTER 3

OVERVIEW OF INVESTIGATIONS FOR ASSESSING SEISMIC HAZARDS

Introduction

Investigation of potential seismic hazards at a site can be performed in two steps or stages: (1) a preliminary **screening investigation**, and (2) a **quantitative evaluation** of the seismic hazard potential and its consequences. As noted below, it is possible to successfully complete the investigation by skipping one or the other stage. For example, a consultant's screening investigation may find that a previous site-specific investigation, on or adjacent to the project site, has shown that no seismic hazards exist, and that a quantitative evaluation is not necessary. Conversely, a consultant may know from experience that a project site is susceptible to a given hazard, and may opt to forego the screening investigation and start with a quantitative evaluation of the hazard.

Some lead agency reviewers recommend that for large projects the developer's consultant(s) meet with the lead agency technical reviewer prior to the start of the site investigation. This allows the consultant and technical reviewer to discuss the scope of the investigation. Topics of this discussion may include the area to be investigated for various hazards, the acceptability of investigative techniques to be used, on-site inspection requirements, or other local requirements.

Items to Consider in the Site Investigation Study

The following concepts are provided to help focus the site-investigation report:

1. Consultants are encouraged to utilize, if possible, the latest California Department of Conservation, Division of Mines and Geology (DMG) seismic ground-motion parameter data. This information is available in DMG's Seismic Hazard Evaluation Reports. The hazard zone mapping procedure for liquefaction and earthquake-induced landsliding utilizes state-of-the-art probabilistic ground-motion parameters developed jointly by the DMG and the U.S. Geological Survey, and published by the DMG (Petersen and others, 1996).
2. The fact that a site lies within a mapped zone of required investigation does not necessarily indicate that a hazard requiring mitigation is present. Instead, it indicates that regional (that is, not site-specific) information suggests that the probability of a hazard requiring mitigation is great enough to warrant a site-specific investigation. However, the working premise for the planning and execution of a site investigation within Seismic Hazard Zones is that ***the suitability of the site should be demonstrated***. This premise will persist until either: (a) the site investigation satisfactorily demonstrates the absence of liquefaction or landslide hazard, or (b) the site investigation satisfactorily defines the liquefaction or landslide hazard and provides a suitable recommendation for its mitigation.

3. The fact that a site lies outside a mapped zone of required investigation does not necessarily mean that the site is free from seismic or other geologic hazards, nor does it preclude lead agencies from adopting regulations or procedures that require site-specific soil and/or geologic investigations and mitigation of seismic or other geologic hazards. It is possible that development proposals may involve alterations (for example, cuts, fills, and/or modifications that would significantly raise the water table) that could cause a site outside the zone to become susceptible to earthquake-induced ground failure.
4. Lead agencies have the right to approve (and the obligation to reject) a proposed project based on the findings contained in the site-investigation report and the lead agency's technical review. The task of the developer's consulting engineering geologist and/or civil engineer is to demonstrate, to the satisfaction of the lead agency's technical reviewer, that:
 - The site-specific investigation is sufficiently thorough;
 - The findings regarding identified hazards are valid; and
 - The proposed mitigation measures achieve an acceptable level of risk, as defined by the lead agency and CCR Title 14, Section 3721(a).

Screening Investigation

The purpose of screening investigations for sites within zones of required investigation is to evaluate the severity of potential seismic hazards, or to screen out sites included in these zones that have a low potential for seismic hazards. If a screening investigation can **clearly** demonstrate the absence of seismic hazards at a project site, and if the lead agency technical reviewer concurs with this finding, the screening investigation will satisfy the site-investigation report requirement and no further investigation will be required. If the findings of the screening investigation cannot demonstrate the absence of seismic hazards, then the more-comprehensive quantitative evaluation needs to be conducted.

The documents reviewed should be both regional and, if information is available, site-specific in scope. The types of information reviewed during a screening investigation often includes topographic maps, geologic and soil engineering maps and reports, aerial photographs, water well logs, agricultural soil survey reports, and other published and unpublished references. The references used should focus on current journals, maps, reports, and methods. Seismic Hazard Evaluation Reports, which summarize the findings and data on which DMG's Seismic Hazard Zone Maps are based, can provide much of the regional geologic and seismic information needed for a screening investigation. Aerial photographs can be useful to identify existing and potential landslide and/or liquefaction features (headwall scarps, debris chutes, fissures, grabens, sand boils, etc.) that suggest or preclude the existence of ground failure hazards that might affect the site. Several sets of stereoscopic aerial photographs that pre-date project site area development, and taken during different seasons of the year are particularly useful for identifying subtle geomorphic features. A field reconnaissance of the area is highly recommended to verify the information developed in the earlier steps to fill in information in questionable areas, and to observe the surface features and details that could not be determined from other data sources.

Quantitative Evaluation of Hazard Potential

Detailed Field Investigations – General Information Needs

Within the zone of required investigations, the objective of the detailed field investigation is to obtain sufficient information on which the engineering geologist and/or civil engineer can evaluate the nature and severity of the risk and develop a set of recommendations for mitigation. In the case of projects where the property is to be subdivided and sold to others undeveloped, the aim of the investigation is to determine which parcels contain buildable sites that meet the previously defined acceptable level of risk. The work should be based upon a detailed, accurate topographic base map prepared by a registered civil engineer or land surveyor. The map should be of suitable scale, and should cover the area to be developed as part of the project, as well as adjacent areas: which affect or may be affected by the project.

The detailed field investigation commonly involves the collection of subsurface information from trenches or borings, on or adjacent to the site. The subsurface exploration should extend to depths sufficient to expose geologic and subsurface water conditions that could affect slope stability or liquefaction potential. A sufficient quantity of subsurface information is needed to permit the engineering geologist and/or civil engineer to extrapolate with confidence the subsurface conditions that might affect the project, so that the seismic hazard can be properly evaluated, and an appropriate mitigation measure can be designed by the civil.

The preparation of engineering geologic maps and geologic cross sections is often an important step to developing an understanding of the significance and extent of potential seismic hazards. These maps and/or cross sections should extend far enough beyond the site to identify off-site hazards and features that might affect the site.

Content of Reports

The site investigation report should contain sufficient information to allow the lead agency's technical reviewer to satisfactorily evaluate the potential for seismic hazards and the proposed mitigation. No attempt is made here to define the limits of what constitutes a complete screening investigation or quantitative evaluation report. Site-specific conditions and circumstances, as well as lead agency requirements, will dictate which issues and what level of detail are required to adequately define and mitigate the hazard(s). The following list (Table 2) is provided to assist investigators and reviewers in identifying seismic hazard-related factors significant to the project. Not all of the information in the list will be relevant or required, and some investigations may require additional types of data or analyses.

Table 2. Recommended content for site-investigation reports within zones of required investigations.	
Reports that address liquefaction and/or earthquake-induced landslides should include, but not necessarily be limited to, the following data:	
1.	Description of the proposed project's location, topographic relief, drainage, geologic and soil materials, and any proposed grading.
2.	Site plan map of project site showing the locations of all explorations, including test pits, borings, penetration test locations, and soil or rock samples.
3.	Description of seismic setting, historic seismicity, nearest pertinent strong-motion records, and methods used to estimate (or source of) earthquake ground-motion parameters used in liquefaction and landslide analyses.
4.	1:24,000 or larger-scale geologic map showing bedrock, alluvium, colluvium, soil material, faults, shears, joint systems, lithologic contacts, seeps or springs, soil or bedrock slumps, and other pertinent geologic and soil features existing on and adjacent to the project site.
5.	Logs of borings, test pits, or other subsurface data obtained.
6.	Geologic cross sections depicting the most critical (least stable) slopes, geologic structure, stratigraphy, and subsurface water conditions, supported by boring and/or trench logs at appropriate locations.
7.	Laboratory test results; soil classification, shear strength, and other pertinent geotechnical data.
8.	Specific recommendations for mitigation alternatives necessary to reduce known and/or anticipated geologic/seismic hazards to an acceptable level of risk.
Reports that address earthquake-induced landslides may also need to include:	
1.	Description of shear test procedures (ASTM or other) and test specimens.
2.	Shear strength plots, including identification of samples tested, whether data points reflect peak or residual values, and moisture conditions at time of testing.
3.	Summary table or text describing methods of analysis, shear strength values, assumed groundwater conditions, and other pertinent assumptions used in the stability calculations.
4.	Explanation of choice of seismic coefficient and/or design strong-motion record used in slope stability analysis, including site and/or topographic amplification estimates.
5.	Slope stability analyses of critical (least-stable) cross sections, which substantiate conclusions and recommendations concerning stability of natural and as-graded slopes.
6.	Factors of safety against slope failure and/or calculated displacements for the various anticipated slope configurations (cut, fill, and/or natural slopes).
7.	Conclusions regarding the stability of slopes with respect to earthquake-induced landslides and their likely impact on the proposed project.
8.	Discussion of proposed mitigation measures, if any, necessary to reduce damage from potential earthquake-initiated landsliding to an acceptable level of risk.
9.	Acceptance testing criteria (e.g., pseudo-static factor of safety), if any, that will be used to demonstrate satisfactory remediation.
Reports that address liquefaction hazards may also need to include the following:	
1.	If methods other than Standard Penetration Test (SPT; ASTM D1586-92) and Cone Penetration Test (CPT; ASTM 3441-94) are used, description of pertinent equipment and procedural details of field measurements of penetration resistance (borehole type, hammer type and drop mechanism, sampler type and dimensions, etc.).
2.	Boring logs showing raw (unmodified) N-values if SPT's are performed; CPT probe logs showing raw qc-values and plots of raw sleeve friction if CPT's are performed.
3.	Explanation of the basis and methods used to convert raw SPT, CPT, and/or other non-standard data to "corrected" and "standardized" values.
4.	Tabulation and/or plots of corrected values used for analyses.
5.	Explanation of methods used to develop estimates of field loading equivalent uniform cyclic stress ratios (CSReq) used to represent the anticipated field earthquake excitation (cyclic loading).

Table 2. Recommended content for site-investigation reports
within zones of required investigations.

6.	Explanation of the basis for evaluation of the equivalent uniform cyclic stress ratio necessary to cause liquefaction (CSR _{liq}) within the number of equivalent uniform loading cycles considered representative of the design earthquake
7.	Factors of safety against liquefaction at various depths and/or within various potentially liquefiable soil units.
8.	Conclusions regarding the potential for liquefaction and its likely impact on the proposed project.
9.	Discussion of proposed mitigation measures, if any, necessary to reduce potential damage caused by liquefaction to an acceptable level of risk.
10.	Criteria for SPT-based, CPT-based, or other types of acceptance testing, if any, that will be used to demonstrate satisfactory remediation.

CHAPTER 4

ESTIMATION OF EARTHQUAKE GROUND-MOTION PARAMETERS

Introduction

Quantitative analyses of in-situ liquefaction resistance and earthquake-induced landslide potential requires site-specific assessment of ground shaking levels suitable for those purposes. A simplified Seed-Idriss (1982) liquefaction analysis requires an estimation of peak ground acceleration (PGA) and earthquake magnitude. A pseudo-static slope stability analysis may require estimates of PGA and magnitude for the selection of an appropriate seismic coefficient. If a seismic site response analysis is needed, or if a finite element analysis, a Newmark analysis or a dynamic analysis is to be performed, a representative strong-motion record will need to be selected on the basis of site-specific ground-motion parameter estimates. The following sections of this Chapter provide guidance on the selection of site-specific ground-motion parameters and representative strong-motion records.

Simple Prescribed Parameter Values (SPPV)

Probabilistic ground-motion parameter values on firm rock for PGA, predominant magnitude, and distance in the form of statewide maps have been jointly prepared by DMG and the U.S. Geological Survey for a 10 percent probability of exceedance over a 50-year period (Petersen and others, 1996). Versions of these maps covering a 7.5 minute quadrangle area at a scale of 1:100,000 are included in the Seismic Hazard Evaluation Reports that accompany Seismic Hazard Zone Maps. The predominant magnitude and distance maps are not dependent on site conditions, and can be used for site-specific purposes. PGA can be dependent on site conditions and several maps have been prepared to accommodate these differences, each based on site-dependent attenuation relations consistent with the soil profile types identified in the Uniform Building Code (ICBO, 1997). These maps are included in the Seismic Hazard Evaluation Reports issued by DMG, and can be used to obtain PGA as follows:

1. Classify the site according to the procedures and soil profile types defined in Chapter 16 of the Uniform Building Code (ICBO, 1997), and interpolate PGA from the corresponding PGA map; or
2. Interpolate PGA from the representative bedrock PGA map, and apply an appropriate scaling factor based on the soil profile type; or Perform a site response analysis (e.g., using a finite-element or
3. Perform a site response analysis (e.g., using a finite-element or SHAKE program to simulate the effects of ground-motion propagating through a soil column). Bedrock PGA and predominant magnitude and distance obtained from the above maps can be used to select an appropriate strong-motion record for input into the response analysis.

PGA estimated by the above procedures may still require additional adjustment to account for topographic and basin effects. Use of the SPPV method is not recommended for sites located very near to seismic sources, where reliable ground-motion estimates may require consideration of near-field source effects.

Probabilistic Seismic Hazard Analysis (PSHA)

Site-specific probabilistic seismic hazard analyses can be performed, and can supersede the SPPV-values of PGA for seismic hazard studies, even if PSHA studies result in adoption of a lower level of seismic ground motion. PSHA studies typically include the following:

1. A database consisting of potentially damaging earthquake sources, including known active faults and historic seismic source zones, their activity rates, and distances from the project site. This should include a comparison with DMG-developed slip rates for faults considered in the DMG statewide probabilistic seismic hazard map. Differences in slip rates should be documented and the reasons for them explained (for example, revised slip rates or new paleoseismic information from recent studies). DMG recommends that their earthquake source database be used directly, because it is updated regularly and is readily available (Petersen and others, 1996; see the World Wide Web at <http://www.consrv.ca.gov/dmg/shezp/>);
2. Use of published maximum moment magnitudes for earthquake sources, or estimates that are justified, well-documented, and based on published procedures;
3. Use of published curves (or those used by DMG) for attenuation of PGA with distance from earthquake source, as a function of earthquake magnitude and travel path (e.g., see special issue of Seismological Research Letters, v. 68, n. 1, 1997);
4. An evaluation of the likely effects of site-specific response characteristics (e.g., amplification due to soft soils, deep sedimentary basins, topography, near-source effects, etc.);
5. Characterization of the ground motion at the site in terms of PGA with a 10 percent probability of exceedance in 50 years, taking into account historical seismicity, available paleoseismic data, the geological slip rate of regional active faults, and site-specific response characteristics.

Useful references include Reiter, 1990; National Research Council, 1988; Hayes, 1985; Algermissen and others, 1982; Cornell, 1968; Youngs and Coppersmith, 1985; Working Group on California Earthquake Probabilities, 1990 and 1995; Okumura and Shinozuka, 1990; and Kramer, 1996.

Deterministic Seismic Hazard Analysis (DSHA)

Deterministic evaluation of seismic hazard can also be performed, and the results of correctly performed and suitably comprehensive DSHA studies can also supersede SPPV values of PGA. DSHA studies typically include the following:

1. Evaluation of potentially damaging earthquake sources, and deterministic selection of one or more suitable "controlling" sources and seismic events. The deterministic earthquake event magnitude for any fault should be a **maximum** value that is specific to that seismic source. Maximum earthquakes may be assessed by estimating rupture dimensions of the fault (e.g., Wells and Coppersmith, 1994; dePolo and Slemmons, 1990). The DMG database of earthquake sources is readily available (see section on PSHA).
2. Use of published curves for the effects of seismic travel path using the shortest distance from the source(s) to the site (e.g., see special issue of Seismological Research Letters, v. 68, n.1, 1997);
3. Evaluation of the effects of site-specific response characteristics on either (a) site accelerations, or (b) cyclic shear stresses within the site soils of interest.

Selection of a Site-Specific Design Strong-Motion Record

In the course of performing a seismic slope stability or liquefaction analysis, it is often necessary to select a design strong-motion record that represents the anticipated earthquake shaking at a project site. For a seismic slope-stability analysis the design strong-motion record will be used to evaluate the site seismic response (site amplification) and/or for the calculation of Newmark displacements. In some cases, the strong-motion record will be the input ground motion for a detailed dynamic analysis. For liquefaction evaluations the design strong-motion record will be used for the site seismic response to determine the appropriate peak ground acceleration to use in a simplified Seed-Idriss liquefaction analysis. It could also be used for a detailed finite-element analysis where the magnitude of potential lateral spread displacements are critical to the proposed project.

The selection process typically involves two steps: (1) estimating magnitude, epicentral distance and peak ground acceleration parameters for the project site, and (2) searching for existing strong-motion records that have parameters that closely match the estimated values. The methods described in the preceding sections of this chapter describe the recommended approaches to the parameter estimates. The selection of a representative strong-motion record should consider the following:

1. The selection should be based primarily on matching magnitude, epicentral distance, site conditions and PGA between the site and the record, generally in that order;
2. It may not always be possible to find a good match between the site parameters and the existing strong-motion records, and it may be necessary to use a record that does not match the site parameter criteria and scale it to fit those parameters, making sure that the duration of the scaled record is appropriate for the anticipated magnitude;
3. If the site to be analyzed is underlain by soils or weakly cemented rock, and a strong-motion recording site with similar characteristics cannot be found, a seismic site response analysis should be performed (e.g., SHAKE91, Idriss and Sun, 1992; SHAKE, Schnabel and others, 1972);

4. For project sites that could experience earthquakes from both high-frequency, near-source events and low-frequency, long-duration events, multiple records representative of these events should be included in the analysis.

A database of strong-motion records is available at the DMG World Wide Web site { <http://www.consrv.ca.gov/dmg/> }. This and other sources for acquiring strong-motion records are provided in Appendix D.

CHAPTER 5

ANALYSIS AND MITIGATION OF EARTHQUAKE-INDUCED LANDSLIDE HAZARDS

Screening Investigations for Earthquake-Induced Landslide Potential

The purpose of screening investigations for sites within zones of required investigation for earthquake-induced landslides is to evaluate the severity of the hazard, or to screen out sites included in these zones that have a low potential for landslide hazards. If a screening investigation can *clearly* demonstrate the absence of earthquake-induced landslide hazard at a project site, and if the lead agency technical reviewer concurs with this finding, the screening investigation will satisfy the site-investigation report requirement and no further investigation will be required. If the findings of the screening investigation cannot demonstrate the absence of the hazard, then the more-comprehensive quantitative evaluation needs to be conducted.

An important aspect of evaluating the potential for earthquake-induced landslides is the recognition of the types of slope failures commonly caused by earthquakes. Keefer (1984) studied 40 historical earthquakes and found that different types of landslides occur with different frequencies. Table 3 summarizes Keefer's findings. In addition, Keefer (1984) summarized the geologic environments that are likely to produce earthquake-induced landslides. A table of these environments is provided in Appendix E to assist in the evaluation of project sites for the screening investigations.

The screening investigation should evaluate, and the report should address, the following basic questions:

- **Are existing landslides, active or inactive, present on, or adjacent (either uphill or downhill) to the project site?**

An assessment of the presence of existing landslides on the project site for a screening investigation will typically include a review of published and unpublished geologic and landslide inventory maps of the area and an interpretation of aerial photographs. The distinctive landforms associated with landslides (scarps, troughs, disrupted drainages, etc.) should be noted, if present, and the possibility that they are related to landslides should be assessed.

Table 3. Relative abundance of earthquake-induced landslides from 40 historical earthquakes (Keefer, 1984; Table 4, p. 409).

Relative Abundance of Earthquake-Induced Landslides	Description
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Very Abundant (more than 100,000 in the 40 earthquakes)	Rock falls, disrupted soil slides, rock slides
Abundant (10,000 to 100,000 in the 40 earthquakes)	Soil lateral spreads, soil slumps, soil block slides, soil avalanches
Moderately common (1000 to 10,000 in the 40 earthquakes)	Soil falls, rapid soil flows, rock slumps
Uncommon (100 to 1000 in the 40 earthquakes)	Subaqueous landslides, slow earth flows, rock block slides, rock avalanches

- **Are there geologic formations or other earth materials located on or adjacent to the site that are known to be susceptible to landslides?**

Many geologic formations in California, notably late Tertiary and Quaternary siltstones and shales (for example, the Orinda and Modelo formations), are highly susceptible to landsliding. These rock units are generally well known among local engineering geologists. For some areas, susceptible formations have also been noted on the Landslide Hazard Identification Maps published by DMG.

- **Do slope areas show surface manifestations of the presence of subsurface water (springs and seeps), or can potential pathways or sources of concentrated water infiltration be identified on or upslope of the site?**

Subsurface water in slopes can be an important indicator of landslide potential. Water may be forced to the surface along impermeable layers such as landslide rupture surfaces. Springs, seeps, or vegetation (phreatophytes) may result from impermeable layers and near-surface water. Topographic depressions, heavy irrigation, or disrupted surface water channels can cause ponding and increased infiltration of surface water. These features may be visible on pre- and/or post-development aerial photographs taken during certain seasons, or during a field reconnaissance. Presence of shallow subsurface water is significant because pore-water pressure reduces the forces resisting landslide movement.

- **Are susceptible landforms and vulnerable locations present? These include steep slopes, colluvium-filled swales, cliffs or banks being undercut by stream or wave action, areas that have recently slid.**

In addition to existing landslide deposits, certain other slopes are especially susceptible to landsliding. These include very steep slopes, and ones where the support at the base of the slope has been removed or reduced. Removal of support at the base of a slope occurs naturally by stream or wave erosion and the same effect can be produced by grading of cut slopes. Colluvium-filled swales usually develop naturally over thousands of years, and the resulting thick, deeply weathered soil may be especially susceptible to debris flows. Hazardous slope features can generally be noted on aerial photographs, sufficiently detailed topographic maps, or from a geologic field reconnaissance.

- **Given the proposed development, could anticipated changes in the surface and subsurface hydrology (due to watering of lawns, on-site sewage disposal, concentrated runoff from impervious surfaces, etc.) increase the potential for future landsliding in some areas?**

Misdirected runoff from streets during rainstorms can cause saturation of surficial materials and, in turn, development of catastrophic debris flows. Improperly designed highway culverts and watering of lawns on marine terraces can create unstable gullies, undermined coastal bluffs, or both. It is likely that the proposed development will alter the local groundwater regime in some way. The investigation should describe the likely effects that altered runoff patterns, lawn watering or septic systems will have on slope stability; identify sensitive areas; and, when warranted, recommend mitigation.

Additional Considerations

The Earthquake-Induced Landslides Working Group recommends that the screening investigation should include a site reconnaissance by the project's engineering geologist and/or civil engineer. This will allow for the recognition of potential earthquake hazards that cannot normally be recognized in a purely office-based screening investigation.

Guidance on the preparation of a report for the screening investigation is provided in Chapter 3 of these Guidelines. If the results of the screening investigation show that the potential for earthquake-induced landsliding is low, the report should state the reasons why a quantitative evaluation is not needed for the project site.

Quantitative Evaluation of Earthquake-Induced Landslide Potential

If the screening investigation indicates the presence of potentially unstable slopes affecting the proposed project site, a quantitative evaluation of earthquake-induced landslide potential should be conducted. The major phases of such a study typically includes a detailed field investigation, drilling and sampling, geotechnical laboratory testing, and slope stability analyses. Reference should be made to Chapter 3 for guidance on what types of information from the following sections should be included in the site-investigation report.

Detailed Field Investigation

Engineering Geologic Investigations

The engineering geologic investigation phase of the project site investigation consists of surface observations and geologic mapping. The overall scope of the engineering geologic investigation for earthquake-induced landslide hazards is fundamentally the same as the work that would be conducted for any project that has potential landslide hazards, regardless of the triggering mechanism. However, the investigator should keep in mind the environments and the relative abundance of landslide types triggered by earthquakes as described by Keefer (1984) and shown in Appendix E and Table 3, respectively. The engineering geologic investigation is significant

because it provides the basis for the subsurface investigations, field instrumentation, and geotechnical analyses that follow.

Prior to the site reconnaissance, the area of the project should be identified, and available geologic and geotechnical information, stereoscopic aerial photographs, and topographic maps should be collected and reviewed (Keaton and DeGraff, 1996). If a screening investigation has been conducted for the site, much of this information may already have been reviewed. Once the results of the office-based investigation have been completed and understood, on-site engineering geologic mapping can be conducted.

The purpose of the on-site engineering geologic mapping is to document surface conditions which, in turn, provides a basis for projecting subsurface conditions that may be relevant to the stability of the site. The on-site engineering geologic mapping should identify, classify, and locate on a map the features and characteristics of existing landslides, and surficial and bedrock geologic materials. Other important aspects of the site to document include: landslide features and estimates of depth to the rupture surface; distribution and thickness of colluvium; rock discontinuities such as bedding, jointing, fracturing and faulting; depth of bedrock weathering; surface water features such as streams, lakes, springs, seeps, marshes, and closed or nearly closed topographic depressions.

Engineering geologic cross sections should be located so as to provide information that will be needed for planning subsurface investigations and stability analyses. The most useful orientation is typically perpendicular to topographic contours and longitudinally down existing landslide deposits. The projected shape of the rupture surface, geologic contacts and orientations, and groundwater surfaces should be shown along with the topographic profile. Estimates of the depth to the landslide rupture surface is an important parameter for planning a subsurface investigation and longitudinal cross sections can be helpful in making these estimates (McGuffey and others, 1996).

The results of the engineering geologic mapping can be presented in many forms, but generally should include a map, cross sections, and proposed subsurface investigation locations and/or field instrumentation sites. Whatever method of presentation is chosen, it should be remembered that the presentation of the surface mapping information needs to be characterized in terms that are meaningful for, and usable by the design engineer. Doing so will help ensure that key factors that must be accommodated in the construction are understood (Keaton and DeGraff, 1996).

Subsurface Investigation

Planning

Exploratory work by the engineering geologist and civil engineer should be conducted at locations considered most likely to reveal any subsurface conditions which may indicate the potential for earthquake-induced landslide failures. In particular, an investigation should locate and define the geometry of bedding and fracture surfaces, contacts, faults, and other discontinuities as well as actual landslide rupture surfaces.

Subsurface exploration methods can be classed as direct methods and indirect methods (Hunt, 1984a). Direct methods, such as test borings and the excavation of test pits or trenches, allow the examination of the earth materials, usually with the removal of samples. Indirect methods, such as

geophysical surveys and the use of the cone penetrometer, provide a measure of material properties that allows the estimation of the material type (McGuffey and others, 1996).

Subsurface investigations should be supervised by an experienced engineering geologist and/or civil engineer to ensure that the field activities are properly executed and the desired results are achieved. According to McGuffey and others (1996), the subsurface investigation field supervision should:

1. Ensure that technical and legal contract specifications are followed,
2. Maintain liaison with the designer of the exploration program,
3. Select and approve modifications to the program as new or unanticipated conditions are revealed,
4. Ensure that complete and reliable field reports are developed; and
5. Identify geologic conditions accurately.

The depth to which explorations should extend can be difficult to define in advance of the subsurface investigation. Cross sections from a surface engineering geological investigation can be helpful in planning the depths of excavations required in a subsurface investigation. In general, borings or other direct investigative techniques should extend deep enough (a) to identify materials that have not been subjected to movements in the past but might be involved in future movements, and (b) to clearly identify underlying stable materials. The exploration program plan should be flexible enough to allow for expanding the depth of investigation when the data obtained suggest deeper movements are possible (McGuffey and others, 1996).

Samples and Sampling

Soil and rock samples that may be obtained from subsurface borings and excavations belong to one of two basic categories: disturbed and undisturbed samples. Disturbed samples are collected primarily for soil classification tests where the preservation of the soil structure is not essential, or for remolding in the laboratory and subsequent strength and compressibility tests. Undisturbed samples do not entirely represent truly undisturbed soil or rock conditions because the process of sampling and transporting inevitably introduces some disturbance into the soil or rock structure.

These samples are taken primarily for laboratory strength and compressibility tests and for the measurement of in-situ material properties.

Samples of the soil, the existing landslide rupture materials, and the weakest components of rock units should be taken for laboratory measurement of engineering properties. Special care should be taken to obtain oriented samples of existing zones of weakness or rupture surfaces. For shallow landslides it may be possible to expose and sample critical zones of weakness in the walls of trenches or test pits. For deep-seated landslides it often is extremely difficult to sample the zones of

weakness with typical geotechnical drilling equipment, and it may be appropriate to consider using bucket auger drilling and down-hole geologic logging and sampling techniques (Scullin, 1994).

It is the responsibility of the field supervising geologist or engineer to accurately label and locate the collected samples. He or she is also responsible for the proper transportation of collected samples, particularly undisturbed samples, to prevent sample disturbance by excessive shocks, allowing samples to dry or slake, or by exposing samples to heat or freezing conditions. A large variety of soil boring techniques and sampler types is available. A detailed explanation of the many types is beyond the scope of these Guidelines, but is readily available in the literature (Hvorslev, 1948; ASTM, 1971 and 1997; U.S. Bureau of Reclamation, 1974 and 1989; U.S. Navy, 1986; Hunt, 1984a; Krynine and Judd, 1957; Acker, 1974; Scullin, 1994; Johnson and DeGraff, 1988; McGuffey and others, 1996).

Subsurface Water

The presence of subsurface water can be a major contributing factor to the dynamic instability of slopes and existing landslides. Therefore, the identification and measurement of subsurface water in areas of suspected or known slope instability should be an integral part of the subsurface investigation. The location and extent of groundwater, perched groundwater and potential water barriers should be defined. Subsurface water conditions within many landslides are best considered as complex, multiple, partially connected flow systems. McGuffey and others (1996) have listed the following recommendations:

1. Surface observations are essential in determining the effect of subsurface water on landslide instability.
2. Periodic or seasonal influx of surface water to subsurface water will not be detected unless subsurface water observations are conducted over extended time periods.
3. Landslide movements may open cracks and develop depressions at the head of a landslide that increase the rate of infiltration of surface water into the slide mass.
4. Ponding of surface water anywhere on the landslide may cause increased infiltration of water into the landslide and should be investigated.
5. Disruption of surface water channels and culverts may also result in increased infiltration of surface water into the landslide.
6. Landslide movements may result in blockage of permeable zones that were previously freely draining. Such blockage may cause a local rise in the groundwater table and increased saturation and instability of the landslide materials. Subsurface observations should therefore be directed to establishing subsurface water conditions in the undisturbed areas surrounding the landslide.

7. Low permeability soils, which are commonly involved in landslides, have slow response times to changes in subsurface water conditions and pressures. Long-term subsurface water monitoring is required in these soils.
8. Accurate detection of subsurface water in rock formations is often difficult because shale or claystone layers, intermittent fractures, and fracture infilling may occlude subsurface water detection by boring or excavation.
9. Borings should never be the only method of subsurface water investigation; nevertheless they are a critical component of the overall investigation.

Geotechnical Laboratory Testing

The geotechnical testing of soil and rock materials typically follows accepted published standards (ASTM, 1997; Head, 1989). Good professional judgment is expected in the selection of appropriate samples, shear tests, and interpretation of the results in arriving at strength characteristics appropriate for the present and anticipated future slope conditions. The following guidelines are provided for evaluating soil properties.

1. Soil properties, including unit weight and shear strength parameters (cohesion and friction angle), may be based on appropriate conventional laboratory and field tests.
2. Testing of earth materials should be in accordance with the appropriate ASTM Standards that are updated annually (ASTM, 1997).
3. Prior to shear tests, samples should be soaked a sufficient length of time to approximate a saturated moisture condition.
4. Stability analyses generally should use the lowest values derived from the suite of samples tested.
5. Residual test values should be used for static analysis of existing landslides, along shale bedding planes, highly distorted bedrock, over-consolidated fissured clays, and for paleosols and topsoil zones under fill. Peak values may be used for pseudo-static or dynamic calculations if the buildup of pore pressures is not anticipated and if permitted by the lead agency. Consideration of reducing the strength values for dynamic analyses should be made in light of the measured material properties and anticipated subsurface water conditions (see section on Effective-Stress vs. Total-Stress Conditions below).
6. Appropriate analyses of existing failures (back-calculated strengths) in slopes similar to that under consideration in terms of height, geology, and soil or rock materials may be helpful in determining or verifying proposed shear strength parameters.

7. Laboratory shear strength values used for design of fill slopes steeper than two horizontal to one vertical (2:1) and for buttress fills should be verified by testing during slope grading. In the event that the shear strength values from field samples are less than those used in design, the slope should be reanalyzed and modified as necessary to provide the required factor of safety for stability.

Slope Stability Analysis

General Considerations

Slope stability analysis will generally be required by the lead agency for cut, fill, and natural slopes whose slope gradient is steeper than two horizontal to one vertical (2:1), and on other slopes that possess unusual geologic conditions such as unsupported discontinuities or evidence of prior landslide activity. Analysis generally includes deep-seated and surficial stability evaluation under both static and dynamic (earthquake) loading conditions.

Evaluation of deep-seated slope stability should be guided by the following:

1. The potential failure surface used in the analysis may be composed of circles, planes, wedges or other shapes considered to yield the minimum factor of safety against sliding for the appropriate soil or rock conditions. The potential failure surface having the lowest factor of safety should be sought.
2. Forces to be considered include the gravity loads of the potential failure mass, structural surcharge loads and supported slopes, and loads due to anticipated earthquake forces. The potential for hydraulic head (or significant pore-water pressure) should be evaluated and its effects included when appropriate. Total unit weights for the appropriate soil moisture conditions are to be used.

Evaluation of surficial slope stability should be guided by the following:

1. Calculations may be based either on analysis procedures for stability of an infinite slope with seepage parallel to the slope surface or on another method acceptable to the lead agency. For the infinite slope analysis, the minimum assumed depth of soil saturation is the smaller of either a depth of one (1) meter or depth to firm bedrock. Soil strength characteristics used in analysis should be obtained from representative samples of surficial soils that are tested under conditions approximating saturation and at normal loads approximating conditions at very shallow depth.
2. Appropriate mitigation procedures and surface stabilization should be recommended, in order to provide the required level of surficial slope stability.
3. Recommendations for mitigation of damage to the proposed development caused by failure of off-site slopes should be made unless slope-specific investigations and analyses demonstrate that the slopes are stable. Ravines, swales, and hollows on natural slopes warrant special attention as potential sources of fast-moving debris flows and other types of landslides. If possible, structures should be located away from the base or axis of these types of features.

Analysis Methods Available

There are four generally accepted methods of slope stability analysis for seismic loading conditions. Two of these methods, the pseudo-static analysis and the Newmark analysis, have practical applications for most residential and commercial development projects affected by Seismic Hazard Zone Maps, and will be discussed in some detail in the following sections. The other two methods, the Makdisi-Seed (1978) analysis and the dynamic analysis, are not generally applicable to these types of developments. These latter two methods will only be briefly summarized in this section.

The simplest approach to a dynamic slope stability calculation is the **pseudo-static analysis**, in which the earthquake load is simulated by an "equivalent" static horizontal acceleration acting on the mass of the landslide, in a limit-equilibrium analysis (Nash, 1987; Janbu, 1973; Bromhead, 1986; Chowdhury, 1978; Morgenstern and Sangrey, 1978; Hunt, 1984b; Duncan, 1996). The pseudo-static approach has certain limitations (Cotecchia, 1987; Kramer, 1996), but this methodology is considered to be generally conservative, and is the one most often used in current practice.

The second procedure is known as the **Newmark or cumulative displacement analysis** (Newmark, 1965; Makdisi and Seed, 1978; Hynes and Franklin, 1984; Houston and others, 1987; Wilson and Keefer, 1983; Jibson, 1993). The procedure involves the calculation of the yield acceleration, defined as the inertial force required to cause the static factor of safety to reach 1.0, from the traditional limit-equilibrium slope stability analysis. The procedure then uses a design earthquake strong-motion record which is numerically integrated twice for the amplitude of the acceleration above the yield acceleration to calculate the cumulative displacements. These analytical displacements are then evaluated in light of the slope material properties and the requirements of the proposed development. The pseudo-static and Newmark analyses will be described in more detail in the following sections.

The third method is referred to as a **Makdisi-Seed analysis** (Makdisi and Seed, 1978; Kramer, 1996). Makdisi and Seed's work (1978) sought to define seismic embankment stability in terms of acceptable deformations in lieu of conventional factors of safety, using a modified Newmark analysis. Their method presents a rational means by which to determine yield acceleration, or the average acceleration required to produce a factor of safety of unity. This value, in turn is affected by the cyclic-yield strengths of embankment materials, which turned out to be about 80 percent of static strength. Design curves were developed to estimate the permanent earthquake-induced deformations of embankments 100 to 200 feet high using finite element analyses. These same methods have since been applied to sanitary landfill and highway embankments. Very little application of this method has been made to pre-existing landslides, and the method will not be reviewed in detail in these guidelines.

The most sophisticated method for seismic slope stability calculations is known as a **dynamic analysis** (Cotecchia, 1987) or a **stress-deformation analysis** (Kramer, 1996) and it typically incorporates a finite-element or finite-difference mathematical model. In this type of analysis ground motion is incorporated in the form of an acceleration time history. Seismically induced permanent strains in each element of the finite element mesh are integrated to obtain the permanent

deformation of the slope. The results of the analysis include a time history of the compressive and tensile stresses, natural frequencies, effects of damping, and slope displacements. Because this type of analysis will only rarely be used for the types of projects affected by the Seismic Hazard Zone Maps, it will not be discussed further in these Guidelines.

Pseudo-Static Analysis

The ground-motion parameter used in a pseudo-static analysis is referred to as the seismic coefficient "k". The selection of a seismic coefficient has relied heavily on engineering judgment and local code requirements because there is no simple method for determining an appropriate value. In California, many state and local agencies, on the basis of local experience, require the use of a seismic coefficient of 0.15, and a minimum computed pseudo-static factor of safety of 1.0 to 1.2 for analyses of natural, cut, and fill slopes. The evaluation should follow the lead agency practice guidelines for seismic coefficient and factor of safety values. If no local guidelines exist, the following discussion should assist in the estimation an appropriate seismic coefficient.

Cautionary Note: *The seismic coefficient "k" is **not** equivalent to the peak horizontal ground acceleration value, either probabilistic or deterministic; therefore PGA should not be used as a seismic coefficient in pseudo-static analyses. The use of PGA will usually result in overly conservative factors of safety (Seed, 1979; Chowdhury, 1978). Furthermore, the practice of reducing the PGA by a "repeatable acceleration" factor to obtain a pseudo-static coefficient has no basis in the scientific or engineering literature.*

Selection of a Seismic Coefficient

There have been a number of published articles that provide guidance in the selection of an appropriate seismic coefficient for pseudo-static analyses. Most can be regarded as being within a range of values enveloped by the recommendations of two publications, Seed (1979), and Hynes and Franklin (1984).

Seed's 1979 article (the 19th Rankine Lecture) summarizes the factors to be considered in evaluating dynamic stability of earth-and rock-fill embankments. After evaluating all of the available data on earthquake-induced deformations of embankment dams, Seed recommended some basic guidelines for making preliminary evaluations of embankments to ensure acceptable performance (i.e., permanent deformations which would not imperil the overall structural integrity of an embankment dam). These recommendations were: using a pseudo-static coefficient of 0.10 for magnitude 6½ earthquakes and 0.15 for magnitude 8¼ earthquakes, with an acceptable factor of safety of the order of 1.15. Seed believed that his guidelines would ensure that permanent ground deformations would be acceptably small. Seed also made extensive commentary on the choice of appropriate material strengths, and limited his recommendations to those embankments composed of materials that do not undergo severe strength loss due to seismic shaking with an expected crest acceleration of less than 0.75g.

Hynes and Franklin (1984) provided amplification factors to be used when considering the crest of an embankment in comparison to the input accelerations at the base, with the intention of identifying those embankments which could be expected to experience unacceptable deformations.

They suggested using one-half the bedrock acceleration applied to the embankment crest with an acceptable factor of safety greater than 1.0, with a 20 percent reduction on material strengths. Hynes and Franklin limited the assessment to earthquakes of less than magnitude 8 with non-liquefiable materials comprising the embankment.

Although the two references discussed above were written specifically for application to earth embankments, they represent the best understanding of the range of appropriate seismic coefficients to use in slopes composed of other materials. Figure 1 presents a summary of the recommended values of "k" for the ranges of factor of safety and earthquake parameters presented in these two articles. Other suggested ranges have been added for comparison. Figure 1 is presented as a guide for selecting a seismic coefficient for a pseudo-static analysis in jurisdictions where pseudo-static coefficients have not been adopted by the lead agency.

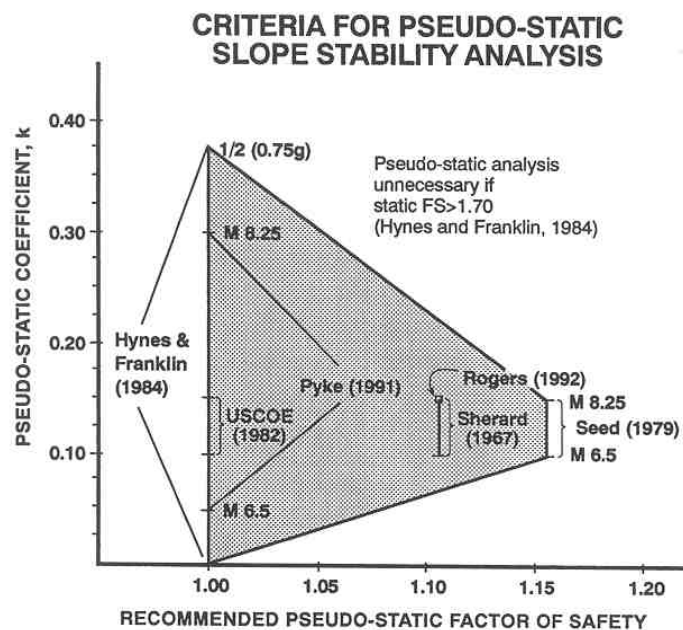


Figure 1. Approximate range of pseudo-static seismic coefficient "k" for anticipated factor of safety as proposed in the literature (references on the diagram)

Topographic Effects

Ashford and Sitar (1994) presented a method to analyze topographic amplification of site response on slopes. They specifically addressed the expected response of very steep slopes in weakly cemented rock. Amplification was found to increase with inclined seismic waves traveling into the slope crest. They found that the fundamental site period dominates the seismic response of any given slope. The relationship between wave-length and slope height controls the degree of amplification. However, as the slopes decrease in steepness (i.e., less than 30 degrees), the slope-induced amplification becomes less and less important, and geologic contacts between dissimilar strata appear to exert more influence on observed failures.

Material Strengths

The pseudo-static analysis does not take into account any loss of material strength due to pore-pressure buildup along the anticipated slide surface due to earthquake loading (effective-stress conditions). For most investigations where the slopes are unsaturated or partially saturated, this assumption will be valid and the results of the analysis will tend to be conservative. If, however, the slopes being evaluated are saturated or are anticipated to be saturated, the loss of material strength during long-duration earthquake shaking may be expected and the analysis using total strength parameters may be more appropriate (see section on Effective-Stress vs. Total-Stress Conditions below).

Newmark Analysis

A Newmark analysis consists of three basic steps, as outlined below:

1. The first step is to perform a limit-equilibrium stability analysis to determine the location and shape of the critical slip surface (the slip surface with the lowest factor of safety), and the yield acceleration (K_y), defined as the acceleration required to bring the factor of safety to 1.0. Most computer-based slope stability programs include iterative routines for finding both of these parameters. If a computer program with these options is not available, the critical slip surface can be obtained through iterative trial-and-error, and the yield acceleration can be calculated from Newmark's relation

$$K_y = (FS - 1)g \sin a$$

where FS is the static factor of safety, g is the acceleration due to gravity, and a is the angle from the horizontal that the center of mass of the landslide first moves.

2. The second step is to select an acceleration time history that represents the expected ground motions at the project site. The selection process typically involves estimating magnitude, source-to-site distance, and peak ground acceleration seismic parameters for the project site, and searching for existing strong-motion records that have parameters that closely match the estimated values. Methods for determining these site parameters and selecting a representative strong-motion record are outlined in Chapter 4. For Newmark analyses, Jibson (1993) recommended using: (1) Arias Intensity (Wilson, 1993; Wilson and Keefer, 1985), (2) magnitude and source distance, and (3) PGA and duration as criteria for selecting a suite of strong-motion records having characteristics of interest at a project site. Smith (1994a; 1994b) compiled a database of these characteristics for a large number of strong-motion records. Analysis of multiple records spanning a range of estimated shaking characteristics produces a range of calculated displacements, which provides a better basis for judgment of slope performance than one displacement calculated from a single record that may have unique idiosyncrasies. If the slopes to be analyzed are composed of soils or weakly cemented rock, and a strong-motion recording site with similar characteristics cannot be found, a seismic site response analysis should be performed. Houston and others (1987) described a method of using a one-dimensional wave propagation program (e.g., SHAKE91, Idriss and Sun, 1992; SHAKE,

Schnabel and others, 1972) to find the average response at the slip surface prior to calculating displacements. As described in Chapter 4, sources for acquiring strong-motion records are provided in Appendix D.

3. The final step in a Newmark analysis is to calculate the cumulative displacements anticipated for the landslide under investigation. To do this, the design strong-motion record is integrated twice for those accelerations that exceed the yield acceleration, and the displacements are added to determine cumulative displacement. Computer software capable of calculating displacements from strong-motion records is available (Jibson, 1993; Houston and others, 1987) and can greatly simplify the analysis.

Jibson (1993) pointed out that, because Newmark's model assumes that landslides behave as rigid-plastic materials, the method might underestimate displacements for materials that lose shear strength as a function of strain, and overestimate displacements for soils that behave as viscoplastic materials. Due to the many assumptions that need to be made in the analysis, it is probably appropriate to consider calculations indicative only to within an order-of-magnitude of the actual displacements (e.g., centimeters, tens of centimeters, or meters). Considerable engineering judgment is required to establish 'stability.'

Effective-Stress vs. Total-Stress Conditions

In principle, a pseudo-static or Newmark analysis can be performed on either a total-stress or effective-stress basis. The geotechnical industry practice for 'typical' developments has been to determine shear strength parameters from direct shear tests (effective-stress conditions) and assume that static and dynamic shear strengths are the same. For most investigations where the slopes are unsaturated or partially saturated, this assumption will be valid and the results of the analysis will tend to be conservative. However, for saturated slopes this assumption ignores the build-up of pore pressures due to dynamic loading, which can lower the shear resistance to failure and, in some cases, result in unconservative stability evaluations.

Seed (1966) presented an approach to a total-stress analysis for earth embankments that uses dynamic shear tests to derive a factor of safety that accounts for (a) initial conditions; (b) changes in stress and reorientation of principal stress; (c) decrease in strength due to cyclic loading conditions; and (d) decrease in strength due to undrained conditions during earthquake loading. This method is rigorous, and provides good estimates of the dynamic behavior of saturated materials but may be too costly for most projects.

A simpler approach to a total stress analysis would be to determine total-stress strength parameters from undrained triaxial shear tests and use those values in the stability analysis. Jibson and Keefer (1993) showed how to conduct such an analysis, and their results indicated that factors of safety and critical slip surfaces differed significantly from those generated from an effective stress analysis. The U.S. Army Corps of Engineers practice is to use a composite shear strength envelope (based on a consolidated-drained test at low confining pressures and a consolidated-undrained test at high confining pressures) for permeable soils, and a consolidated-undrained strength envelope for soils with low permeability (Hynes and Franklin, 1984).

Makdisi and Seed (1978) have shown that substantial permanent displacements may be produced by cyclic loading of soils to stresses near the yield stress, while essentially elastic behavior is observed under many cycles of loading at 80 percent of the undrained strength. They recommend the use of 80 percent of the undrained strength for soils that exhibit small increases in pore pressure during cyclic loading, such as clayey soils, dry or partially saturated cohesionless soils, or very dense saturated cohesionless materials. This practice has been adopted by the U.S. Army Corps of Engineers with an allowable pseudo-static factor of safety of 1.0 (Hynes and Franklin, 1984) and may be appropriate for many stability analyses in the absence of a more rigorous total stress analysis.

Evaluation of Potential Earthquake-Induced Landslide Hazards

The determination of dynamic slope stability (i.e., pseudo-static factors of safety or analytical displacements), and the acceptable parameters used in the analysis, should follow the standards defined by the lead agency. If no standards exist, the following general values may be used for defining the stability of slopes for static and dynamic loads.

Pseudo-Static Analysis

Slopes that have a pseudo-static factor of safety greater than 1.1 using an appropriate seismic coefficient can be considered stable. If the pseudo-static analysis results in a factor of safety lower than 1.1, the project engineer can either employ a Newmark analysis (or other displacement-type analysis method if acceptable to the lead agency) to determine the magnitude of slope displacements, or design appropriate mitigation measures.

Newmark Analysis

The Newmark analysis models a highly idealized and simplistic failure mechanism; thus, as discussed previously, the calculated displacements should be considered order-of-magnitude estimates of actual field behavior. Rather than being an accurate guide of observable landslide displacement in the field, Newmark displacements provide an index of probable seismic slope performance, and considerable judgment is required in evaluating seismic stability in terms of Newmark displacements. In some jurisdictions, less than 10 cm is considered stable, whereas, more than 30 cm is considered unstable. As a general guideline,

1. Newmark displacements of 0 to 10 cm are unlikely to correspond to serious landslide movement and damage.
2. In the 10 to 100 cm range, slope deformation may be sufficient to cause serious ground cracking or enough strength loss to result in continuing (post-seismic) failure. Determining whether displacements in this range can be accommodated safely requires good professional judgment that takes into account issues such as landslide geometry and material properties.

3. Calculated displacements greater than 100 cm are very likely to correspond to damaging landslide movement, and such slopes should be considered unstable.

Mitigation of Earthquake-Induced Landslide Hazards

Basic Considerations

For any existing or proposed slopes that are determined to be unstable, appropriate mitigation measures should be provided before the project is approved. The hazards these slopes present can be mitigated in one of three ways:

1. **Avoid the Failure Hazard:** Where the potential for failure is beyond the acceptable level and not preventable by practical means, as in mountainous terrain subject to massive planar slides or rock and debris avalanches, the hazard should be avoided. Developments should be built sufficiently far away from the threat that they will not be affected even if the slope does fail. Planned development areas on the slope or near its base should be avoided and relocated to areas where stabilization is feasible.
2. **Protect the Site from the Failure:** While it is not always possible to prevent slope failures occurring above a project site, it is sometimes possible to protect the site from the runout of failed slope materials. This is particularly true for sites located at or near the base of steep slopes, which can receive large amounts of material from shallow disaggregated landslides or debris flows. Methods include catchment and/or protective structures such as basins, embankments, diversion or barrier walls, and fences. Diversion methods should only be employed where the diverted landslide materials will not affect other sites.
3. **Reduce the Hazard to an Acceptable Level:** Unstable slopes affecting a project can be rendered stable (that is, by increasing the factor of safety to > 1.5 for static and > 1.1 for dynamic loads) by eliminating the slope, removing the unstable soil and rock materials, or applying one or more appropriate slope stabilization methods (such as buttress fills, subdrains, soil nailing, crib walls, etc.). For deep-seated slope instability, strengthening the design of the structure (e.g., reinforced foundations) is generally not by itself an adequate mitigation measure.

The zones of required investigation for earthquake-induced landslides do not always include landslide or lateral spread run-out areas. Project sites that are outside of a zone of required investigation may be affected by ground-failure runout from adjacent or nearby slopes. Any proposed mitigation should address all recognized significant off-site hazards. If stabilization of source areas of potential off-site failures that could impact the project is not practical, it may be possible to achieve an acceptable level of risk by using one or more protective structures, as suggested below.

Stabilization Options

The stabilization method chosen depends largely on the type of instability, which is anticipated at the project site. The two general techniques used to stabilize slopes are: (1) to reduce the driving force for failure, or (2) to increase the resisting force. These consist of different mechanisms, depending on the type of failures in question. The following list is presented to provide a range of stabilization options, but other options may be recommended provided analyses are presented to prove their validity.

Rock and Soil Falls

Principal failure mechanism is loss of cohesion or tensile strength of the near-surface material on a very steep slope.

Mitigation Strategies

1. **Reduce driving force** by reducing the steepness of the slope through grading, or by scaling off overhanging rock, diverting water from the slope face, etc.;
2. **Increase resisting force** by pinning individual blocks, covering the slope with mesh or net, or installing rock anchors or rock bolts on dense spacing; and/or,
3. **Protect the site from the failure** by constructing catchment structures such as basins, or protective structures such as walls and embankments.

Slides, Slumps, Block Glides

Principal failure mechanism is loss of shear strength, resulting in sliding of a soil or rock mass along a rupture surface within the slope.

Mitigation Strategies

1. **Reduce driving force**, by reducing the weight of the potential slide mass (cutting off the head of the slide, or totally removing the landslide), flattening the surface slope angle ('laying back' the slope face) through grading, preventing water infiltration by controlling surface drainage, or reducing the accumulation of subsurface water by installing subdrains; and/or,
2. **Increase resisting force**, by replacing slide debris and especially the rupture surface with compacted fill, installing shear keys or buttresses, dewatering the slide mass, pinning shallow slide masses with soil or rock anchors, reinforced caissons, or bolts, or constructing retaining structures at the edge of the slide.

Flows of Debris or Soil

Principal failure mechanism is fluidization of the soil mass, commonly by addition of water and possibly by earthquake shaking.

Mitigation Strategies

1. **Reduce driving force** by removing potential debris from site using grading or excavating procedures, or diverting water from debris so that it cannot mobilize, by means of surface drains and/or subsurface galleries or subdrains;
2. **Increase resisting force** by providing shear keys or buttresses, together with subsurface drainage; and/or,

Protect the site from the failure by diverting the flow away from project using diversion barriers or channels, or providing catchment structures to contain the landslide material.

CHAPTER 6

Analysis and Mitigation of Liquefaction Hazards

Screening Investigations for Liquefaction Potential

The purpose of screening investigations for sites within zones of required investigation for liquefaction is to determine whether a given site has obvious indicators of a low potential for liquefaction failure (e.g., bedrock near the surface or deep ground water without perched water zones), or whether a more comprehensive field investigation is necessary to determine the potential for damaging ground displacements during earthquakes.

If a screening investigation can *clearly* demonstrate the absence of liquefaction hazards at a project site, and if the lead agency technical reviewer concurs with this finding, the screening investigation will satisfy the site-investigation report requirement. If there is a reasonable expectation that liquefiable soils exist on the site and the engineering geologist and/or civil engineer can demonstrate that large lateral spread displacements (of more than 0.5 meter) are unlikely (e.g., Bartlett and Youd, 1995), the local agency may give them the option to forego the quantitative evaluation of liquefaction hazards and provide a structural mitigation for certain classes of structures. These mitigation methods are outlined in the mitigation section of this chapter. If the findings of the investigation fall outside these two options, then the more-comprehensive quantitative evaluation described below needs to be conducted.

Screening investigations for liquefaction hazards should address the following basic questions:

- **Are potentially liquefiable soil types present?**

Given the highly variable nature of Holocene deposits that are likely to contain liquefiable materials, most sites will require borings to determine whether liquefiable materials underlie the project site. Borings used to define subsurface soil properties for other purposes (e.g., foundation investigations, environmental or groundwater studies) may provide valuable subsurface geologic and/or geotechnical information.

The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity. Cohesive soils are generally not considered susceptible to soil liquefaction. However, cohesive soils with: (a) a clay content (percent finer than 0.005 mm) less than 15 percent, (b) a liquid limit less than 35 percent, and (c) a moisture content of the in-place soil that is greater than 0.9 times the liquid limit (i.e., sensitive clays), are vulnerable to significant strength loss under relatively minor strains (Seed and others, 1983). Although not classically defined as "liquefaction" and so not addressed by these Guidelines, these soils represent an additional seismic hazard that, if present, should be addressed.

In addition to sandy and silty soils, some gravelly soils are potentially vulnerable to liquefaction. Most gravelly soils drain relatively well, but when: (a) their voids are filled with finer particles, or (b) they are surrounded by less pervious soils, drainage can be impeded and they may be vulnerable to cyclic pore pressure generation and liquefaction. Gravelly geologic

units tend to be deposited in a more-turbulent depositional environment than sands or silts, tend to be fairly dense, and so generally resist liquefaction. Accordingly, conservative "preliminary" methods may often suffice for evaluation of their liquefaction potential. For example, gravelly deposits which can be shown to be pre-Holocene in age (older than about 11,000 years) are generally not considered susceptible to liquefaction.

- **If present, are the potentially liquefiable soils saturated or might they become saturated?**

In order to be susceptible to liquefaction, potentially liquefiable soils must be saturated or nearly saturated. In general, liquefaction hazards are most severe in the upper 50 feet of the surface, but on a slope near a free face or where deep foundations go beyond that depth, liquefaction potential should be considered at greater depths. If it can be demonstrated that any potentially liquefiable materials present at a site: (a) are currently unsaturated (e.g., are above the water table), (b) have not previously been saturated (e.g., are above the historic-high water table), and (c) are highly unlikely to become saturated (given foreseeable changes in the hydrologic regime), then such soils generally do not constitute a liquefaction hazard that would require mitigation. Note that project development, changes in local or regional water management patterns, or both, can significantly raise the water table or create zones of perched water. Extrapolating water table elevations from adjacent sites does not, by itself, demonstrate the absence of liquefaction hazards, except in those unusual cases where a combination of uniformity of local geology and very low regional water tables permits very conservative assessment of water table depths. Screening investigations should also address the possibility of local "perched" water tables, the raising of water levels by septic systems, or the presence of locally saturated soil units at a proposed project site.

- **Is the geometry of potentially liquefiable deposits such that they pose significant risks requiring further investigation, or might they be mitigated by relatively inexpensive foundation strengthening?**

Relatively thin seams of liquefiable soils (on the order of only a few centimeters thick), if laterally continuous over sufficient area, can represent potentially hazardous planes of weakness and sliding, and may thus pose a hazard with respect to lateral spreading and related ground displacements. Thus, the screening investigation should identify nearby free faces (cut slopes, stream banks, and shoreline areas), whether on or off-site, to determine whether lateral spreading and related ground displacements might pose a hazard to the project. If such features are found, the quantitative evaluation of liquefaction usually will be warranted because of potential life-safety concerns.

Even when it is not possible to demonstrate the absence of potentially liquefiable soils or prove that such soils are not and will not become saturated, it may be possible to demonstrate that any potential liquefaction hazards can be adequately mitigated through a simple strengthening of the foundation of the structure, as described in the mitigation section of this chapter, or other appropriate methods.

- **Are in-situ soil densities sufficiently high to preclude liquefaction?**

If the screening evaluation indicates the presence of potentially liquefiable soils, either in a saturated condition or in a location which might subsequently become saturated, then the resistance of these soils to liquefaction and/or significant loss of strength due to cyclic pore pressure generation under seismic loading should be evaluated. If the screening investigation does not conclusively eliminate the possibility of liquefaction hazards at a proposed project site (a factor of safety of 1.5 or greater), then more extensive studies are necessary.

A number of investigative methods may be used to perform a screening evaluation of the resistance of soils to liquefaction. These methods are somewhat approximate, but in cases wherein liquefaction resistance is very high (e.g., when the soils in question are very dense) then these methods may, by themselves, suffice to adequately demonstrate sufficient level of liquefaction resistance, eliminating the need for further investigation. It is emphasized that the methods described in this section are more approximate than those discussed in the quantitative evaluation section, and so require very conservative application.

Methods that satisfy the requirements of a screening evaluation, at least in some situations, include:

1. Direct in-situ relative density measurements, such as the ASTM D 1586-92 (Standard Penetration Test [SPT]) or ASTM D3441-94 (Cone Penetration Test [CPT]).
2. Preliminary analysis of hydrologic conditions (e.g., current, historical and potential future depth(s) to subsurface water). Current groundwater level data, including perched water tables, may be obtained from permanent wells, driller's logs and exploratory borings. Historical groundwater data can be found in reports by various government agencies, although such reports often provide information only on water from production zones and ignore shallower water.
3. Non-standard penetration test data. It should be noted that correlation of non-standard penetration test results (e.g., sampler size, hammer weight/drop, hollow stem auger) with SPT resistance is very approximate, and so requires very conservative interpretation, unless direct SPT and non-standard test comparisons are made at the site and in the materials of interest.
4. Geophysical measurements of shear-wave velocities.
5. "Threshold strain" techniques represent a conservative basis for screening of some soils and some sites (National Research Council, 1985). These methods provide only a very conservative bound for such screening, however, and so are conclusive only for sites where the potential for liquefaction hazards is very low.

Quantitative Evaluation of Liquefaction Resistance

Liquefaction investigations are best performed as part of a comprehensive investigation. These Guidelines are to promote uniform evaluation of the resistance of soil to liquefaction.

Detailed Field Investigation

Engineering Geologic Investigations

Engineering geologic investigations should determine:

1. The presence, texture (e.g., grain size), and distribution (including depth) of unconsolidated deposits;
2. The age of unconsolidated deposits, especially for Quaternary Period units (both Pleistocene and Holocene Epochs);
3. Zones of flooding or historic liquefaction; and,
4. The groundwater level to be used in the liquefaction analysis, based on data from well logs, boreholes, monitoring wells, geophysical investigations, or available maps. Generally, the historic high groundwater level should be used unless other information indicates a higher or lower level is appropriate.

The engineering geologic investigations should reflect relative age, soil classification, three-dimensional distribution and general nature of exposures of earth materials within the area. Surficial deposits should be described as to general characteristics (including environment of deposition) and their relationship to present topography and drainage. It may be necessary to extend the mapping into adjacent areas. Geologic cross sections should be constrained by boreholes and/or trenches when available.

Geotechnical Field Investigation

The vast majority of liquefaction hazards are associated with sandy and/or silty soils. For such soil types, there are at present two approaches available for quantitative evaluation of the soil's resistance to liquefaction. These are: (1) correlation and analyses based on in-situ Standard Penetration Test (SPT) (ASTM D1586-92) data, and (2) correlation and analyses based on in-situ Cone Penetration Test (CPT) (ASTM D3441-94) data. Both of these methods have some relative advantages (see Table 4). Either of these methods can suffice by itself for some site conditions, but there is also considerable advantage to using them jointly.

Seed and others (1985) provide guidelines for performing "standardized" SPT, and also provide correlations for conversion of penetration resistance obtained using most of the common alternate combinations of equipment and procedures in order to develop equivalent "standardized" penetration resistance values — $(N_1)_{60}$. These "standardized" penetration resistance values can then be used as a basis for evaluating liquefaction resistance.

Table 4. Comparative advantages of SPT and CPT methods.	
SPT ADVANTAGES	CPT ADVANTAGES
1. Retrieves a sample. This permits identification of soil type <i>with certainty</i> , and permits evaluation of fines content (which influences liquefaction resistance). Note that CPT provides poor resolution with respect to soil classification, and so usually requires some complementary borings with samples to more reliably define soil types and stratigraphy.	1. Provides <i>continuous</i> penetration resistance data, as opposed to averaged data over discrete increments (as with SPT), and so is less likely to "miss" thin layers and seams of liquefiable material.
2. Liquefaction resistance correlation is based primarily on field case histories, and the vast majority of the field case history database is for in-situ SPT data	2. Faster and less expensive than SPT, as no borehole is required.

Cone penetration test (CPT) tip resistance (q_c) may also be used as a basis for evaluation of liquefaction resistance, by either (a) direct empirical comparison between q_c data and case histories of seismic performance (Olsen, 1988), or (b) conversion of q_c -values to "equivalent" $(N_1)_{60}$ -values and use of correlations between $(N_1)_{60}$ data and case histories of seismic performance. At present, Method (b) — conversion of q_c to equivalent $(N_1)_{60}$ — is preferred because the field case history data base for SPT is well-developed compared to CPT correlations. A number of suitable correlations between q_c and $(N_1)_{60}$ are available (e.g., Robertson and Campanella, 1985; Seed and De Alba, 1986). These types of conversion correlations depend to some extent on knowledge of soil characteristics (e.g., soil type, mean particle size (D_{50}), fines content). When the needed soil characteristics are either unknown or poorly defined, then it should be assumed that the ratio

$$\frac{q_c (kg / cm^2)}{N (blows / ft)}$$

is approximately equal to five for conversion from q_c to "equivalent" N-values.

Geotechnical Laboratory Testing

The use of laboratory testing (e.g., cyclic triaxial, cyclic simple shear, cyclic torsional tests) on "undisturbed" soil samples as the sole basis for the evaluation of in-situ liquefaction resistance is not recommended, as unavoidable sample disturbance and/or sample densification during reconsolidation prior to undrained cyclic shearing causes a largely unpredictable, and typically unconservative, bias to such test results. Laboratory testing is recommended for determining grain-size distribution (including mean grain size D_{50} , effective grain size D_{10} , and percent passing #200 sieve), unit weights, moisture contents, void ratios, and relative density.

In addition to sandy and silty soils, some gravelly soils are potentially vulnerable to liquefaction (Evans and Fragasy, 1995, Evans and Zhou, 1995). Most gravelly soils drain relatively well, but when their voids are filled with finer particles, or they are surrounded (or "capped") by less pervious soils, drainage can be impeded and they may be vulnerable to liquefaction. Gravelly soils tend to be deposited in a more turbulent environment than sands or silts, and are fairly dense, and so are generally resistant to liquefaction. Accordingly, conservative "preliminary evaluation" methods (e.g., geologic assessments and/or shear-wave velocity measurements) often suffice for evaluation of their liquefaction potential. When preliminary evaluation does not suffice, more accurate quantitative methods must be used. Unfortunately, neither SPT nor CPT provides reliable penetration resistance data in soils with high gravel content, as the large particles impede these small-diameter penetrometers. At present, the best available technique for quantitative evaluation of the liquefaction resistance of coarse, gravelly soils involves correlations and analyses based on in-situ penetration resistance measurements using the very large-scale Becker-type Hammer system (Harder, 1988).

Evaluation of Potential Liquefaction Hazards

The factor of safety for liquefaction resistance has been defined:

$$\text{Factor of Safety} = \frac{CSR_{liq}}{CSR_{eq}}$$

where CSR_{eq} is the cyclic stress ratio generated by the anticipated earthquake ground motions at the site, and CSR_{liq} is the cyclic stress ratio required to generate liquefaction (Seed and Idriss, 1982). For the purposes of evaluating the results of a quantitative assessment of liquefaction potential at a site, a factor of safety against the occurrence of liquefaction greater than about 1.3 can be considered an acceptable level of risk. This factor of safety assumes that high-quality, site-specific penetration resistance and geotechnical laboratory data were collected, and that ground-motion data from DMG (Petersen and others, 1996) were used in the analyses. If lower factors of safety are calculated for some soil zones, then an evaluation of the level (or severity) of the hazard associated with potential liquefaction of these soils should be made.

Such hazard assessment requires considerable engineering judgment. The following is, therefore, only a guide. The assessment of hazard associated with potential liquefaction of soil deposits at a site must consider two basic types of hazard:

1. Translational site instability (sliding, edge failure, lateral spreading, flow failure, etc.) that potentially may affect all or large portions of the site; and
2. More localized hazard at and immediately adjacent to the structures and/or facilities of concern (e.g., bearing failure, settlement, localized lateral movements)

As Bartlett and Youd (1995) have stated: "Two general questions must be answered when evaluating the liquefaction hazards for a given site:

- (1) 'Are the sediments susceptible to liquefaction?' and
- (2) 'If liquefaction does occur, what will be the ensuing amount of ground deformation?'"

Lateral Spreading and Site Displacement Hazards

Lateral spreading on gently sloping ground generally is the most pervasive and damaging type of liquefaction failure (Bartlett and Youd, 1995). Assessment of the potential for lateral spreading and other large site displacement hazards may involve the need to determine the residual undrained strengths of potentially liquefiable soils. If required, this should be done using in-situ SPT or CPT test data (e.g., Seed and Harder, 1990). The use of laboratory testing for this purpose is not recommended, as a number of factors (e.g., sample disturbance, sample densification during reconsolidation prior to undrained shearing, and void ratio redistribution) render laboratory testing a potentially unreliable, and, therefore, unconservative basis for assessment of in-situ residual undrained strengths. Assessment of residual strengths of silty or clayey soils may, however, be based on laboratory testing of "undisturbed" samples.

Assessment of potential lateral spread hazards must consider dynamic loading as a potential "driving" force, in addition to gravitational forces. It should again be noted, that relatively thin seams of liquefiable material, if fairly continuous over large lateral areas, may serve as significant planes of weakness for translational movements. If prevention of translation or lateral spreading is ascribed to structures providing "edge containment," then the ability of these structures (e.g., berms, dikes, sea walls) to resist failure must also be assessed. Special care should be taken in assessing the containment capabilities of structures prone to potentially "brittle" modes of failure (e.g., brittle walls which may break, tiebacks which may fail in tension). If a hazard associated with potentially large translational movements is found to exist, then either: (a) suitable recommendations for mitigation of this hazard should be developed, or (b) the proposed "project" should be discontinued.

When suitably sound lateral containment is demonstrated to prevent potential sliding on liquefied layers, then potentially liquefiable zones of finite thickness occurring at depth may be deemed to pose no significant risk beyond the previously defined minimum acceptable level of risk. Suitable criteria upon which to base such an assessment include those proposed by Ishihara (1985, Figure 88; 1996, Chapter 16).

For information on empirical models that might be appropriate to use in these analyses, see Bartlett and Youd (1995).

Localized Liquefaction Hazards

If it can be shown that no significant risk of large translational movements exists, or if suitable mitigation measures can be developed that address such risks, then studies should proceed to consideration of five general types of more localized potential hazards, including:

1. ***Potential foundation bearing failure, or large foundation settlements due to ground softening and near-failure in bearing.*** To form a basis for concluding that no hazard exists, a high factor of safety ($FS > 1.5$) should be based on a realistic appraisal of the minimum soil strengths likely to be mobilized to resist bearing failure (including residual undrained strengths of soils considered likely to liquefy or to suffer significant strength loss due to cyclic pore pressure generation). If such hazard does exist, then appropriate recommendations for mitigation of this hazard should be developed.
2. ***Potential structural and/or site settlements.*** Settlements for saturated and unsaturated clean sands can be estimated using simplified empirical procedures (e.g., Tokimatsu and Seed, 1987; Ishihara and Yoshimine, 1992). These procedures, developed for relatively clean, sandy soils, have been found to provide reasonably reliable settlement estimates for sites not prone to significant lateral spreading.

Any prediction of liquefaction-related settlements is necessarily approximate, and related hazard assessment and/or development of recommendations for mitigation of such hazard should, accordingly, be performed with suitable conservatism. Similarly, it is very difficult to reliably estimate the amount of localized differential settlement likely to occur as part of the overall predicted settlement: localized ***differential*** settlements on the order of up to two-thirds of the total settlements anticipated should be assumed unless more precise predictions of differential settlements can be made.

3. ***Localized lateral displacement; "lateral spreading" and/or lateral compression.*** Methods for prediction of lateral ground displacements due to liquefaction-related ground softening are not yet well supported by data from case histories of field performance. As such case history data are now being developed, significant advances in the reliability and utility of techniques for prediction of lateral displacements may be expected over the next few years. Finite element models represent the most sophisticated method currently in use for calculating permanent displacements due to liquefaction lateral spreading. Like the dynamic analysis for landslide displacements, this method evaluates time histories of the stresses and strains for a strong-motion time history. This method is a state-of-the-art approach to liquefaction hazards and will likely take time to become the state-of-the-practice.

Consultants performing liquefaction hazard assessment should do their best to keep abreast of such developments. At present, lateral ground displacement magnitudes can be predicted with reasonable accuracy and reliability only for cases wherein such displacements are likely to be "small" (e.g., on the order of 15 cm or less). Larger displacements may be predicted with an accuracy of + one meter or more; this level of accuracy may suffice for design of some structures (e.g., earth and rock-fill dams), but does not represent a sufficiently refined level of accuracy as to be of use for design of foundations for most types of structures.

It may be possible to demonstrate that localized lateral displacements will be 0.5 meter or less based on: (a) evaluation of soil stratigraphy, residual undrained strengths, and duration and severity of seismic loading, or (b) simplified empirical methods. Bartlett and Youd's (1995) empirical procedure uses an existing field case history database of lateral spread occurrences. Other empirical methods or more complex analyses, may yield somewhat different results but should be allowed if the methods are documented and the results justified. When likely maximum lateral displacements can be shown to be less than 0.5 meter (e.g., Bartlett and Youd, 1995), it may be possible to design foundations with sufficient strength to withstand the expected movements without complete failure. In all other cases, more extensive recommendations are needed for mitigation of the hazard associated with potential lateral displacements.

4. ***Floatation of light structures with basements, or underground storage structures.*** Light structures which extend below the groundwater table and contain large void spaces may "float" or rise out of the ground during, or soon after an earthquake. Structures that are designed for shallow groundwater conditions typically rely on elements, such as cantilevered walls or tie-downs, that resist the buoyant or uplift forces produced by the water. If the material surrounding these elements liquefies, the resisting forces can be significantly reduced and the entire structure may be lifted out of the ground.
5. ***Hazards to Lifelines.*** To date, most liquefaction hazard investigations have focused on assessing the risks to commercial buildings, homes, and other occupied structures. However, liquefaction also poses problems for streets and lifelines—problems that may, in turn, jeopardize lives and property. For example, liquefaction locally caused natural gas pipelines to break and catch fire during the Northridge earthquake, and liquefaction-caused water line breakage greatly hampered firefighters in San Francisco following the 1906 earthquake. Thus, although lifelines are not explicitly mentioned in the Seismic Hazards Mapping Act, cities and counties may wish to require investigation and mitigation of potential liquefaction-caused damage to lifelines.

Mitigation of Liquefaction Hazards

The hazard assessment required for project sites within zones of required investigation should (a) demonstrate that liquefaction at a proposed project site poses a sufficiently low hazard as to satisfy the defined acceptable level of risk criteria, or (b) result in implementation of suitable mitigation recommendations to effectively reduce the hazard to acceptable levels (CCR Title 14, Section 3721). Mitigation should provide suitable levels of protection with regard to the two general types of liquefaction hazards previously discussed (1) potential large lateral spread failures, and (2) more localized problems including potential bearing failure, settlements, and lateral displacements.

Potentially suitable methods for mitigation of lateral spread hazards may include the following:

1. Edge containment structures (e.g., berms, dikes, sea walls, retaining structures, compacted soil zones);

2. Removal or treatment of liquefiable soils to reduce liquefaction potential;
3. Modification of site geometry to reduce the risk of translational site instability; and/or
4. Drainage to lower the groundwater table below the level of the liquefiable soils.

Mitigation techniques may be applied individually or in combination. Mitchell and others (1995) summarize the performance of some mitigation techniques for past earthquakes. Hryciw (1995) includes several articles with additional information about the success of specific soil improvement techniques.

Once problems related to potentially large lateral spread failures have been resolved, the remaining "localized" potential hazards should be addressed and resolved. Suitable mitigation alternatives may include one or more of the following:

1. Excavation and removal or recompaction of potentially liquefiable soils;
2. In-situ ground densification (e.g., compaction with vibratory probes, dynamic consolidation, compaction piles, blasting densification, compaction grouting);
3. Other types of ground improvement (e.g., permeation grouting, columnar jet grouting, deep mixing, gravel drains or other drains, surcharge pre-loading, structural fills, dewatering);
4. Deep foundations (e.g., piles, piers), that have been designed to accommodate liquefaction effects;
5. Reinforced shallow foundations (e.g., grade beams, combined footings, reinforced or post-tensioned slabs, rigid raft foundations); and
6. Design of the proposed structures or facilities to withstand predicted ground softening and/or predicted vertical and lateral ground displacements to an acceptable level of risk.

The scope and type(s) of mitigation required depend on the site conditions present and the nature of the proposed project. Individual mitigation techniques may be used, but the most appropriate solution may involve using them in combination.

In general, only removal and/or densification of potentially liquefiable soils, or drainage of groundwater can **fully** eliminate all liquefaction hazards. In many cases, other methods may achieve the desired acceptable level of risk. For example, in areas where liquefaction may potentially cause displacements of one-third meter or less, design of the foundation to withstand displacements of one-half meter can significantly reduce future damage from liquefaction. The Northridge earthquake caused liquefaction in a number of locations. Insurers reported that losses equal to two-thirds of the value of damaged structures were not uncommon—structures that took many months, if not years, to again make habitable. Youd (personal communication, 1996) and other engineers indicate that by adding adequate reinforcing steel to properly designed concrete slabs or grade beams to resist fracture during ground displacement (very inexpensive for a single-

family dwelling), 80 percent or more of this damage would have been avoided and repairs (patching, re-leveling of homes, etc.) would have been expedited. Such improved foundations will also reduce damage from expansive soils, settling, minor landslide movement, and similar ground-related problems (Federal Emergency Management Agency, in press). Based on these conclusions, the Liquefaction Working Group strongly recommends that, if the consultant determines that the project site will be affected by small lateral spreading, lead agencies should consider waiving detailed site investigations in lieu of foundation and structure designs that safely withstand up to two times the estimated deformations without fracturing the foundation. In the Liquefaction Working Group's opinion, the money required for detailed site investigations in areas not subject to lateral spread displacement would be better spent on mitigation than on investigation. This mitigation measure should provide adequate protection to the structure but will leave buried utilities unprotected and subject to damage, particularly at connections to the improved structures. In zones of required investigation for liquefaction, developers and utility companies should use types of pipe and flexible connections that are resistant to earthquake damage, thereby increasing the likelihood that the utilities will be functional after an earthquake (Federal Emergency Management Agency, in press).

Development of appropriate recommendations for mitigation of liquefaction hazards requires considerable judgment, as does the review and evaluation of such recommendations. Accordingly, the importance of the lead agency technical reviewer is emphasized. Technical reviewers are reminded to consider that the intent of the State's Seismic Hazard Zone program is to provide an adequate minimum level of protection for projects in the zone of required investigation, based on the acceptable level of risk. Owners/developers are, however, also hereby encouraged to implement a higher level of mitigation, in order to protect their investment and/or to minimize their potential future exposure and that of future occupants or users of the project structures or facilities.

CHAPTER 7

GUIDELINES FOR REVIEWING SITE-INVESTIGATION REPORTS

The purpose of this chapter is to provide general guidance to regulatory agencies that have approval authority over projects and to engineering geologists and civil engineers who review reports of seismic hazard investigations. These Guidelines recognize that effective mitigation ultimately depends on the professional judgment and expertise of the developer's engineering geologist and/or civil engineer in concert with the lead agency's engineering geologist and/or civil engineer.

The required technical review is a critical part of the evaluation process of approving a project. The reviewer ensures compliance with existing laws, regulations, ordinances, codes, policies, standards, and good practice, helping to assure that significant geologic factors (hazards and geologic processes) are properly considered, and potential problems are mitigated prior to project development. Under the Seismic Hazards Mapping Act, the reviewer is responsible for determining that each seismic hazard site investigation, and the resulting report, reasonably address the geologic and soil conditions that exist at a given site. The reviewer acts on behalf of a governing agency—city, county, regional, state, or federal—not only to protect the government's interest but also to protect the interest of the community at large. Examples of the review process in a state agency are described by Stewart and others (1976). Review at the local level has been discussed by Leighton (1975), Hart and Williams (1978), Berkland (1992), and Larson (1992). Grading codes, inspections, and the review process are discussed in detail by Scullin (1983).

The Reviewer

Qualifications

CCR Title 14, Section 3724(c) states that the reviewer must be a licensed engineering geologist and/or civil engineer having competence in the field of seismic hazard evaluation and mitigation. California's Business and Professions Code limits the practice of geology and engineering to licensed geologists and engineers, respectively, thereby requiring that reviewers be licensed, or directly supervised by someone who is licensed, by the appropriate State board. Local and regional agencies may have additional requirements. Nothing in these Guidelines is intended to sanction or authorize the review of engineering geology reports by engineers or civil engineering reports by geologists.

The reviewer should be familiar with the investigative methods employed and the techniques available to these professions (see Chapters 3 through 6). The opinions and comments made by the reviewer should be competent, prudent, objective, consistent, unbiased, pragmatic, and reasonable. The reviewer should be professional and ethical. The reviewer should have a clear understanding of the criteria for approving and not approving reports. Reviews should be based on logical, defensible criteria.

Reviewers must recognize their limitations. They should be willing to ask for the opinions of others more qualified in specialty fields.

If there is clear evidence of incompetence or misrepresentation in a report, this fact should be reported to the reviewing agency or licensing board. California Civil Code Section 47 provides an immunity for statements made "in the initiation or course of any other proceedings authorized by law." Courts have interpreted this section as providing immunity to letters of complaint written to provide a public agency or board, including licensing boards, with information that the public board or agency may want to investigate (see *King v. Borges*, 28 Cal. App. 3d 27 [1972]; and *Brody v. Montalbano*, 87 Cal. App 3d 725 [1978]). Clearly, reviewers need to have the support of their agency in order to carry out these duties.

The primary purpose of the review procedure should always be kept in mind: to determine compliance with the regulations, codes, and ordinances that pertain to the development. The reviewer should demand that minimum standards are met. The mark of a good reviewer is the ability to sort out the important from the insignificant, to list appropriate requirements for compliance, and to assist the applicant and their consultants in meeting the regulations without doing the consultant's job.

Conflict of Interest

In cases where reviewers also perform geologic or engineering investigations, they should **never** be placed in the position of reviewing their own report, or that of their own agency or company.

Reviewing Reports

The Report

A report that is incomplete or poorly written should be **not** approved. The report should demonstrate that the project complies with applicable regulations, codes, and ordinances, or local functional equivalents, in order to be approved.

The reviewer performs four principal functions in the technical review:

1. Identify any known potential hazards and impacts that are not addressed in the consultant's report. The reviewer should require investigation of the potential hazards and impacts,
2. Determine that the report contains sufficient data to support and is consistent with the stated conclusions,
3. Determine that the conclusions identify the potential impact of known and reasonable anticipated geologic processes and site conditions during the lifespan of the project; and,
4. Determine that the recommendations are consistent with the conclusions and can reasonably be expected to mitigate those anticipated earthquake-related problems that could have a significant impact on the proposed development. The included recommendations also should address the

need for additional geologic and engineering investigations (including any site inspections to be made as site remediation proceeds).

Report Guidelines and Standards

Investigators may save a great deal of time (and the client's money), and possibly misunderstandings, if they contact the reviewing geologist or engineer at the initiation of the investigation. Reviewers typically are familiar with the local geology and sources of information and may be able to provide additional guidance regarding their agency's expectations and review practices. Guidelines for geologic or geotechnical reports have been prepared by a number of agencies and are available to assist reviewers in their evaluation of reports (for example, DMG Notes 42, 44, 48, and 49). Distribution of copies of written policies and guidelines adopted by the agency, usually alerts the applicants and consultants about procedures, report formats, and levels of investigative detail that will expedite review and approval of the project.

If a reviewer determines that a report is not in compliance with the appropriate requirements, this fact should be stated in the written record. After the reviewer is satisfied that the investigation and resulting conclusions and recommendations are reasonable and meet local requirements, approval of the project should be recommended to the reviewing agency.

Review of Submitted Reports

The review of submitted reports constitutes professional practice and should be conducted as such. The reviewer should study the available data and site conditions in order to determine whether the report is in compliance with local requirements. A field reconnaissance of the site should be conducted, preferably after the review of available stereoscopic aerial photographs, geologic maps, and reports on nearby developments.

For each report reviewed, a clear, concise, and logical written record should be developed. This review record may be as long or short as is necessary, depending upon the complexity of the project, the geology, the engineering analysis, and the quality and completeness of the reports submitted. At a minimum, the record should:

1. Identify the project, pertinent permits, applicant, consultants, reports and plans reviewed,
2. Include a clear statement of the requirements to be met by the parties involved, data required, and the plan, phase, project, or report being approved or denied;
3. Contain summaries of the reviewer's field observations, associated literature and air photo review, and oral communications with the applicant and the consultant; and,
4. Contain copies of any pertinent written correspondence.
5. The reviewer's name and license number(s), with any associated expiration dates.

The report, plans, and review record should be kept in perpetuity to document that compliance with local requirements was achieved and for reference during future development, remodeling, or rebuilding. Such records also can be a valuable resource for land-use planning and real-estate disclosure.

Report Filing Requirements

PRC Section 2697 requires cities and counties to submit one copy of each approved site-investigation report, including mitigation measures, if any, that are to be taken, to the State Geologist within 30 days of report approval. Section 2697 also requires that if a project's approval is not in accordance with the policies and criteria of the State Mining and Geology Board (CCR Title 14, Chapter 2, Division 8, Article 10), the city or county must explain the reasons for the differences in writing to the State Geologist, within 30 days of the project's approval. Reports should be sent to:

California Department of Conservation
Division of Mines and Geology
Attn: Seismic Hazard Reports
801 K Street, MS 12-31
Sacramento, CA 95814-3531

Waivers

PRC Section 2697 and CCR Title 14, Section 3725 outline the process under which lead agencies may determine that information from studies conducted on sites in the immediate vicinity may be used to waive the site-investigation report requirement. CCR Title 14, Section 3725 indicates that when a lead agency determines that "geological and geotechnical conditions at the site are such that public safety is adequately protected and no mitigation is required," it may grant a waiver. CCR Title 14, Section 3725 also requires that such a finding be based on a report presenting evaluations of sites in the immediate vicinity having similar geologic and geotechnical characteristics. Further, Section 3725 stipulates that lead agencies must review waiver requests in the same manner as it reviews site-investigation reports; thus, waiver requests must be reviewed by a licensed engineering geologist and/or civil engineer, competent in the field of seismic hazard evaluation and mitigation. Generally, in addition to the findings of the reports that are presented in support of the waiver request, reviewers should consider:

1. The proximity of the project site to sites previously evaluated;
2. Whether the project sites previously evaluated adequately "surround" the project site to preclude the presence of stream channel deposits, historically higher water table, stream channels and other types of free faces that may present an opportunity for lateral spread failures; and,
3. Whether the supporting reports do, in fact, conclude that no hazard exists.

Waiver Filing Requirements

CCR Title 14, Section 3725 provides that "All such waivers shall be recorded with the county recorder and a separate copy, together with the report and commentary, filed with the State Geologist within 30 days of the waiver." These materials should be sent to:

California Department of Conservation
Division of Mines and Geology
Attn: Seismic Hazard Reports
801 K Street, MS 12-31
Sacramento, CA 95814-3531

Appeals

In cases where the reviewer is not able to approve a site-investigation report, or can accept it only on a conditional basis, the developer may wish to appeal the review decision. However, every effort should be made to resolve problems informally prior to making a formal appeal. Appeal procedures are often specified by a city or county ordinance or similar instrument. An appeal may be handled through existing legal procedures, such as a hearing by a County Board of Supervisors, a City Council, or a specially appointed Technical Appeals and Review Panel. Several administrators note that the Technical Appeals and Review Panel, comprised of geoscientists, engineers, and other appropriate professionals, benefits decision makers by providing additional technical expertise for especially complex and/or controversial cases. Adequate notice should be given to allow time for both sides to prepare their cases. After an appropriate hearing, the appeals decision should be made promptly and in writing as part of the permanent record.

Another way to remedy conflicts between the investigator and the reviewer is by means of a third party review. Such a review can take different paths ranging from the review of existing reports to in-depth field investigations. Third party reviews are usually done by consultants; not normally associated with the reviewing/permitting agency.

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APPENDIX A

SEISMIC HAZARDS MAPPING ACT

CALIFORNIA PUBLIC RESOURCES CODE

Division 2. Geology, Mines and Mining

CHAPTER 7.8. SEISMIC HAZARDS MAPPING

2690. This chapter shall be known and may be cited as the Seismic Hazards Mapping Act.

2691. The Legislature finds and declares all of the following:

- (a) The effects of strong ground shaking, liquefaction, landslides, or other ground failure account for approximately 95 percent of economic losses caused by an earthquake.
- (b) Areas subject to these processes during an earthquake have not been identified or mapped statewide, despite the fact that scientific techniques are available to do so.
- (c) It is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.

2692.

- (a) It is the intent of the Legislature to provide for a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.
- (b) It is further the intent of the Legislature that maps and accompanying information provided pursuant to this chapter be made available to local governments for planning and development purposes.
- (c) It is further the intent of the Legislature that the Division of Mines and Geology, in implementing this chapter, shall, to the extent possible, coordinate its activities with, and use existing information generated from, the earthquake fault zones mapping program pursuant to Chapter 7.5 (commencing with Section 2621), the landslide hazard identification program pursuant to Chapter 7.7 (commencing with Section 2670), and the inundation maps prepared pursuant to Section 8589.5 of the Government Code.

2692.1. The State Geologist may include in maps compiled pursuant to this chapter information on the potential effects of tsunami and seiche when information becomes available from other sources and the State Geologist determines the information is appropriate for use by local government. The State Geologist shall not be required to provide this information unless additional funding is provided both to make the determination and to distribute the tsunami and seiche information.

2693. As used in this chapter:

- (a) "City" and "County" includes the City and County of San Francisco.
- (b) "Geotechnical" report means a report prepared by a certified engineering geologist or a civil engineer practicing within the area of his or her competence, which identifies seismic hazards and recommends mitigation measures to reduce the risk of seismic hazard to acceptable levels.
- (c) "Mitigation" means those measures that are consistent with established practice and that will reduce seismic risk to acceptable levels.
- (d) "Project" has the same meaning as in Chapter 7.5 (commencing with Section 2621), except as follows:
 - A single-family dwelling otherwise qualifying as a project may be exempted by the city or county having jurisdiction of the project.
 - "Project" does not include alterations or additions to any structure within a seismic hazard zone which do not exceed either 50 percent of the value of the structure or 50 percent of the existing floor area of the structure.
- (e) "Commission" means the Seismic Safety Commission.
- (f) "Board" means the State Mining and Geology Board.

2694.

- (a) A person who is acting as an agent for a seller of real property that is located within a seismic hazard zone, as designated under this chapter, or the seller, if he or she is acting without an agent, shall disclose to any prospective purchaser the fact that the property is located within a seismic hazard zone, if the maps prepared pursuant to this chapter or the information contained in the maps are reasonably available.
- (b) In all transactions that are subject to Section 1102 of the Civil Code, the disclosure required by subdivision (a) of this section shall be provided by either of the following means:
 - The Local Option Real Estate Transfer Disclosure Statement as provided in Section 1102.6a of the Civil Code.
 - The Natural Hazard Disclosure Statement as provided in Section 1102.6c of the Civil Code.

- (c) Disclosure is required pursuant to this section only when one of the following conditions is met:
- The seller, or seller's agent, has actual knowledge that the property is within a seismic hazard zone.
 - A map that includes the property has been provided to the city or county pursuant to Section 2622, and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.
- (d) If the map or accompanying information is not of sufficient accuracy or scale that a reasonable person can determine if the subject real property is included in a seismic hazard zone, the agent shall mark "Yes" on the Natural Hazard Disclosure Statement. The agent may mark "No" on the Natural Hazard Disclosure Statement if he or she attaches a report prepared pursuant to subdivision (c) of Section 1102.4 of the Civil Code that verifies the property is not in the hazard zone. Nothing in this subdivision is intended to limit or abridge any existing duty of the seller or the seller's agents to exercise reasonable care in making a determination under this subdivision.
- (e) For purposes of the disclosures required by this section, the following persons shall not be deemed agents of the seller:
- (a) Persons specified in Section 1102.11 of the Civil Code.
 - (b) Persons acting under a power of sale regulated by Section 2924 of the Civil Code.
- (f) For purposes of this section, Section 1102.13 of the Civil Code applies.
- (g) The specification of items for disclosure in this section does not limit or abridge any obligation for disclosure created by any other provision of law or that may exist in order to avoid fraud, misrepresentation, or deceit in the transfer transaction.

2695.

- (a) On or before January 1, 1992, the board, in consultation with the director and the commission, shall develop all of the following:
- (1) Guidelines for the preparation of maps of seismic hazard zones in the state.
 - (2) Priorities for mapping of seismic hazard zones. In setting priorities, the board shall take into account the following factors:
 - The population affected by the seismic hazard in the event of an earthquake.
 - The probability that the seismic hazard would threaten public health and safety in the event of an earthquake.
 - The willingness of lead agencies and other public agencies to share the cost of mapping within their jurisdiction.
 - The availability of existing information.

- (3) Policies and criteria regarding the responsibilities of cities, counties, and state agencies pursuant to this chapter. The policies and criteria shall address, but not be limited to, the following:
 - (4)
 - Criteria for approval of a project within a seismic hazard zone, including mitigation measures.
 - The contents of the geotechnical report.
 - Evaluation of the geotechnical report by the lead agency.
 - (5) Guidelines for evaluating seismic hazards and recommending mitigation measures.
 - (6) Any necessary procedures, including, but not limited to, processing of waivers pursuant to Section 2697, to facilitate the implementation of this chapter.
- (b) In developing the policies and criteria pursuant to subdivision (a), the board shall consult with and consider the recommendations of an advisory committee, appointed by the board in consultation with the commission, composed of the following members:
- (1) An engineering geologist registered in the state.
 - (2) A seismologist.
 - (3) A civil engineer registered in the state.
 - (4) A structural engineer registered in the state.
 - (5) A representative of city government, selected from a list submitted by the League of California Cities.
 - (6) A representative of county government, selected from a list submitted by the County Supervisors Association of California.
 - A representative of regional government, selected from a list submitted by the Council of Governments.
 - A representative of the insurance industry.
 - The Insurance Commissioner
- (c) All of the members of the advisory committee shall have expertise in the field of seismic hazards or seismic safety.
- (d) At least 90 days prior to adopting measures pursuant to this section, the board shall transmit or cause to be transmitted a draft of those measures to affected cities, counties, and state agencies for review and comment.

2696.

- (a) The State Geologist shall compile maps identifying seismic hazard zones, consistent with the requirements of Section 2695. The maps shall be compiled in accordance with a time schedule developed by the director and based upon the provisions of Section 2695 and the level of funding available to implement this chapter.
- (b) The State Geologist shall, upon completion, submit seismic hazard maps compiled pursuant to subdivision (a) to the board and all affected cities, counties, and state agencies for review

and comment. Concerned jurisdictions and agencies shall submit all comments to the board for review and consideration within 90 days. Within 90 days of board review, the State Geologist shall revise the maps, as appropriate, and shall provide copies of the official maps to each state agency, city, or county, including the county recorder, having jurisdiction over lands containing an area of seismic hazard. The county recorder shall record all information transmitted as part of the public record.

- (c) In order to ensure that sellers of real property and their agents are adequately informed, any county that receives an official map pursuant to this section shall post a notice within five days of receipt of the map at the office of the county recorder, county assessor, and county planning agency, identifying the location of the map and any information regarding changes to the map and the effective date of the notice.

2697.

- (a) Cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. If the city or county finds that no undue hazard of this kind exists, based on information resulting from studies conducted on sites in the immediate vicinity of the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each city and county shall submit one copy of each approved geotechnical report, including the mitigation measures, if any, that are to be taken, to the State Geologist within 30 days of its approval of the report.
- (b) In meeting the requirements of this section, cities and counties shall consider the policies and criteria established pursuant to this chapter. If a project's approval is not in accordance with the policies and criteria, the city or county shall explain the reasons for the differences in writing to the State Geologist, within 30 days of the project's approval.

2698.

Nothing in this chapter is intended to prevent cities and counties from establishing policies and criteria which are more strict than those established by the board.

2699.

Each city and county, in preparing the safety element to its general plan pursuant to subdivision (g) of Section 65302 of the Government Code, and in adopting or revising land use planning and permitting ordinances, shall take into account the information provided in available seismic hazard maps.

2699.5

There is hereby created the Seismic Hazards Identification Fund, as a special fund in the State Treasury. Notwithstanding Section 13340 of the Government Code, the moneys in the fund are continuously appropriated to the division for the purposes of this chapter. Notwithstanding Section 5001 of the Insurance Code, one-half of 1 percent of the earthquake surcharge moneys received by the California Residential Earthquake Recovery Fund in any calendar year shall be transferred to the Seismic Hazards Identification Fund for the purposes of carrying out this chapter. This subdivision shall become operative only if Assembly Bill 3913 or Senate Bill 2902 of the 1989-90 Regular Session of the Legislature is enacted and takes effect.

2699.6.

This chapter shall become operative on April 1, 1991.

APPENDIX B

California Code of Regulations

Title 14. Natural Resources

Division 2. Department of Conservation

Chapter 8. Mining and Geology

Article 10. Seismic Hazards Mapping

3720. Purpose

These regulations shall govern the exercise of city, county and state agency responsibilities to identify and map seismic hazard zones and to mitigate seismic hazards to protect public health and safety in accordance with the provisions of Public Resources Code, Section 2690 et seq. (Seismic Hazards Mapping Act).

Authority cited: Public Resources Code Section 2695

Reference: Public Resources Code Section 2695(a)(1) and (3)-(5)

3721. Definitions

- (a) "Acceptable Level" means that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project.
- (b) "Lead Agency" means the city, county or state agency with the authority to approve projects.
- (c) "Registered civil engineer" or "certified engineering geologist" means a civil engineer or engineering geologist who is registered or certified in the State of California.

Authority cited: Public Resources Code Section 2695

Reference: Public Resources Code Sections 2690-2696.6

3722. Requirements for Mapping Seismic Hazard Zones

- (a) The Department of Conservation, Division of Mines and Geology, shall prepare one or more State-wide probabilistic ground shaking maps for a suitably defined reference soil column. One of the maps shall show ground shaking levels which have a 10% probability of being exceeded in 50 years. These maps shall be used with the following criteria to define seismic hazard zones:
 - (1) Amplified shaking hazard zones shall be delineated as areas where historic occurrence of amplified ground shaking, or local geological and geotechnical conditions indicate a potential for ground shaking to be amplified to a level such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

- (2) Liquefaction hazard zones shall be delineated as areas where historic occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- (3) Earthquake-induced landslide hazard zones shall be delineated as areas where Holocene occurrence of landslide movement, or local slope of terrain, and geological, geotechnical and ground moisture conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- (b) Highest priority for mapping seismic hazard zones shall be given to areas facing urbanization or redevelopment in conjunction with the factors listed in Section 2695(a)(2)(A), (B), (C) and (D) of the Public Resources Code.

Authority cited: Public Resources Code Section 2695
 Reference: Public Resources Code Section 2695(a)(1)

3723. Review of Preliminary Seismic Hazard Zones Maps

- (a) The Mining and Geology Board shall provide an opportunity for receipt of public comments and recommendations during the 90-day period for review of preliminary seismic hazard zone maps provided by the Public Resources Code Section 2696. At least one public hearing shall be scheduled for that purpose.
- (b) Following the end of the review period, the Board shall forward its comments and recommendations, with supporting data received, to the State Geologist for consideration prior to revision and official issuance of the maps.

Authority cited: Public Resources Code Section 2696
 Reference: Public Resources Code Section 2696

3724. Specific Criteria for Project Approval

The following specific criteria for project approval shall apply within seismic hazard zones and shall be used by affected lead agencies in complying with the provisions of the Act:

- (a) A project shall be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a geotechnical report and appropriate mitigation measures have been proposed.
- (b) The geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist, having competence in the field of seismic hazard evaluation and mitigation. The geotechnical report shall contain site-specific evaluations of the seismic hazard affecting the project, and shall identify portions of the project site containing seismic hazards. The report shall also identify any known off-site seismic hazards that

could adversely affect the site in the event of an earthquake. The contents of the geotechnical report shall include, but shall not be limited to, the following:

- (1) Project description.
 - (2) A description of the geologic and geotechnical conditions at the site, including an appropriate site location map.
 - (3) Evaluation of site-specific seismic hazards based on geological and geotechnical conditions, in accordance with current standards of practice.
 - (4) Recommendations for appropriate mitigation measures as required in Section 3724(a), above.
 - (5) Name of report preparer(s), and signature(s) of a certified engineering geologist and/or registered civil engineer, having competence in the field of seismic hazard evaluation and mitigation.
- (c) Prior to approving the project, the lead agency shall independently review the geotechnical report to determine the adequacy of the hazard evaluation and proposed mitigation measures and to determine the requirements of Section 3724(a), above, are satisfied. Such reviews shall be conducted by a certified engineering geologist or registered civil engineer, having competence in the field of seismic hazard evaluation and mitigation.

Authority cited: Public Resources Code Section 2695

Reference: Public Resources Code Section 2695(a)(3)(A), (B), and (C)

3725. Waivers of Geotechnical Report Requirements

For a specific project, the lead agency may determine that the geological and geotechnical conditions at the site are such that public safety is adequately protected and no mitigation is required. This finding shall be based on a report presenting evaluations of sites in the immediate vicinity having similar geologic and geotechnical characteristics. The report shall be prepared by a certified engineering geologist or registered civil engineer, having competence in the field of seismic hazard evaluation and mitigation. The lead agency shall review submitted reports in the same manner as in Section 3724(c) of this article. The shall also provide a written commentary that addresses the report conclusions and the justification for applying the conclusions contains in the report to the project site. When the lead agency makes such a finding, it may waive the requirement of a geotechnical report for the project. All such waivers shall be recorded with the county recorder and a separate copy, together with the report and commentary, filed with the State Geologist within 30 days of the waiver.

Authority cited: Public Resources Code Section 2695

Reference: Public Resources Code Section 2697(a)(5)

APPENDIX C

TECHNICAL TERMS AND DEFINITIONS

ASTM	American Society for Testing and Materials
CPT	Cone Penetration Test (ASTM D3441-94).
CSR	Cyclic stress ratio—a normalized measure of cyclic load severity, expressed as equivalent uniform cyclic deviatoric load divided by some measure of initial effective overburden or confining stress.
CSR_{eq}	The equivalent uniform cyclic stress ratio representative of the dynamic loading imposed by an earthquake.
CSR_{liq}	The equivalent uniform cyclic stress ratio required to induce liquefaction within a given number of loading cycles [that number of cycles considered representative of the earthquake under consideration].
DSHA	Deterministic seismic hazard analysis
FS	Factor of safety—the ratio of the forces available to resist failure divided by the driving forces.
Ground Loss	Localized ground subsidence.
k	Seismic coefficient used in a pseudo-static slope stability analysis
Liquefaction	Significant loss of soil strength due to pore pressure increase.
N	Penetration resistance measured in SPT tests (blows/ft).
N₁	Normalized SPT N-value (blows/ft); corrected for overburden stress effects to the N-value which would occur if the effective overburden stress was 1.0 tons/ft ² .
(N₁)₆₀	Standardized, normalized SPT-value; corrected for both overburden stress effects and equipment and procedural effects (blows/ft).
PI	Plasticity Index; the difference between the Atterberg Liquid Limit (LL) and the Atterberg Plastic Limit (PL) for a cohesive soil. [PI(%) = LL(%) - PL(%)].
PSHA	Probabilistic seismic hazard analysis
q_c	Tip resistance measured by CPT probe (force/length ²).
q_{c,1}	Normalized CPT tip resistance (force/length ²); corrected for overburden stress effects to the q _c value which would occur if the effective overburden stress was 1.0 tons/ ft ² .
Sand Boiling	Localized ejection of soil and water to relieve excess pore pressure.
SPPV	Simple prescribed parameter values
SPT	Standard Penetration Test (ASTM D1586-92).
UBC	The Uniform Building Code, published by the International Conference of Building Officials (ICBO, 1997), periodically updated.

APPENDIX D

GEOLOGIC ENVIRONMENTS LIKELY TO PRODUCE EARTHQUAKE-INDUCED LANDSLIDES

Landslide Type	Type of Material	Minimum Slope	Remarks
Rock falls	Rocks weakly cemented, intensely fractured, or weathered; contain conspicuous planes of weakness dipping out of slope or contain boulders in a weak matrix.	40° 1.7:1	Particularly common near ridge crests and on spurs, ledges, artificially cut slopes, and slopes undercut by active erosion.
Rock slides	Rocks weakly cemented, intensely fractured, or weathered; contain conspicuous planes of weakness dipping out of slope or contain boulders in a weak matrix.	35° 1.4:1	Particularly common in hillside flutes and channels, on artificially cut slopes, and on slopes undercut by active erosion. Occasionally reactivate preexisting rock slide deposits.
Rock Avalanches	Rocks intensely fractured and exhibiting one of the following properties: significant weathering, planes of weakness dipping out of slope, weak cementation, or evidence of previous landsliding.	25° 2.1:1	Usually restricted to slopes of greater than 500 feet (150 m) relief that have been undercut by erosion. May be accompanied by a blast of air that can knock down trees and structures beyond the limits of the deposited debris
Rock slumps	Intensely fractured rocks, preexisting rock slump deposits, shale, and other rocks containing layers of weakly cemented or intensely weathered material.	15° 3.7:1	
Rock block slides	Rocks having conspicuous bedding planes or similar planes of weakness dipping out of slopes.	15° 3.7:1	
Soil falls	Granular soils that are slightly cemented or contain clay binder	40° 1.7:1	Particularly common on stream-banks, terrace faces, coastal bluffs, and artificially cut slopes.
Disrupted soil slides	Loose, unsaturated sands.	15° 3.7:1	
Soil avalanches	Loose, unsaturated sands.	25° 2.1:1	Occasionally reactivate preexisting soil avalanche deposits.
Soil slumps	Loose, partly to completely saturated sand or silt; uncompacted or poorly compacted manmade fill composed of sand, silt, or clay, preexisting soil slump deposits.	10° 11:1	Particularly common on embankments built on soft, saturated foundation materials, in hillside cut-and-fill areas, and on river and coastal flood plains.
Soil block slumps	Loose, partly or completely saturated sand or silt; uncompacted or slightly compacted manmade fill composed of sand or silt, bluffs containing horizontal or subhorizontal layers or loose, saturated sand or silt.	5° 11:1	Particularly common in areas of preexisting landslides along river and coastal flood plains, and on embankments built of soft, saturated foundation materials.
Slow earth	Stiff, partly to completely saturated clay	10°	

Landslide Type	Type of Material	Minimum Slope	Remarks
flows	and preexisting earth-flow deposits.	5.7:1	
Soil lateral spreads	Loose, partly or completely saturated silt or sand, uncompacted or slightly compacted manmade fill composed of sand.	0.3° 190:1	Particularly common on river and coastal flood plains, embankments built on soft, saturated foundation materials, delta margins, sand dunes, sand spits, alluvial fans, lake shores and beaches.
Rapid soil flow	Saturated, uncompacted or slightly compacted manmade fill composed of sand or sandy silt (including hydraulic fill earth dams and tailings dams); loose, saturated granular soils.	2.3° 25:1	Includes debris flows that typically originate in hollows at heads of streams and adjacent hillsides; typically travel at tens of miles per hour or more and may cause damage miles from the source area.
Subaqueous landslides	Loose, saturated granular soils.	0.5° 110:1	Particularly common on delta margins.

Modified from Keefer (1984).

State of California Seismic Hazard Zones

Project site area

"Project sites that are outside of a zone of required investigation may be affected by ground-failure runout from adjacent or nearby slopes. Any proposed mitigation should address all recognized significant off-site hazards."

Guidelines for Evaluating and Mitigating Seismic Hazards in California, Page 37

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CEQA - SF S...d Zones.pdf

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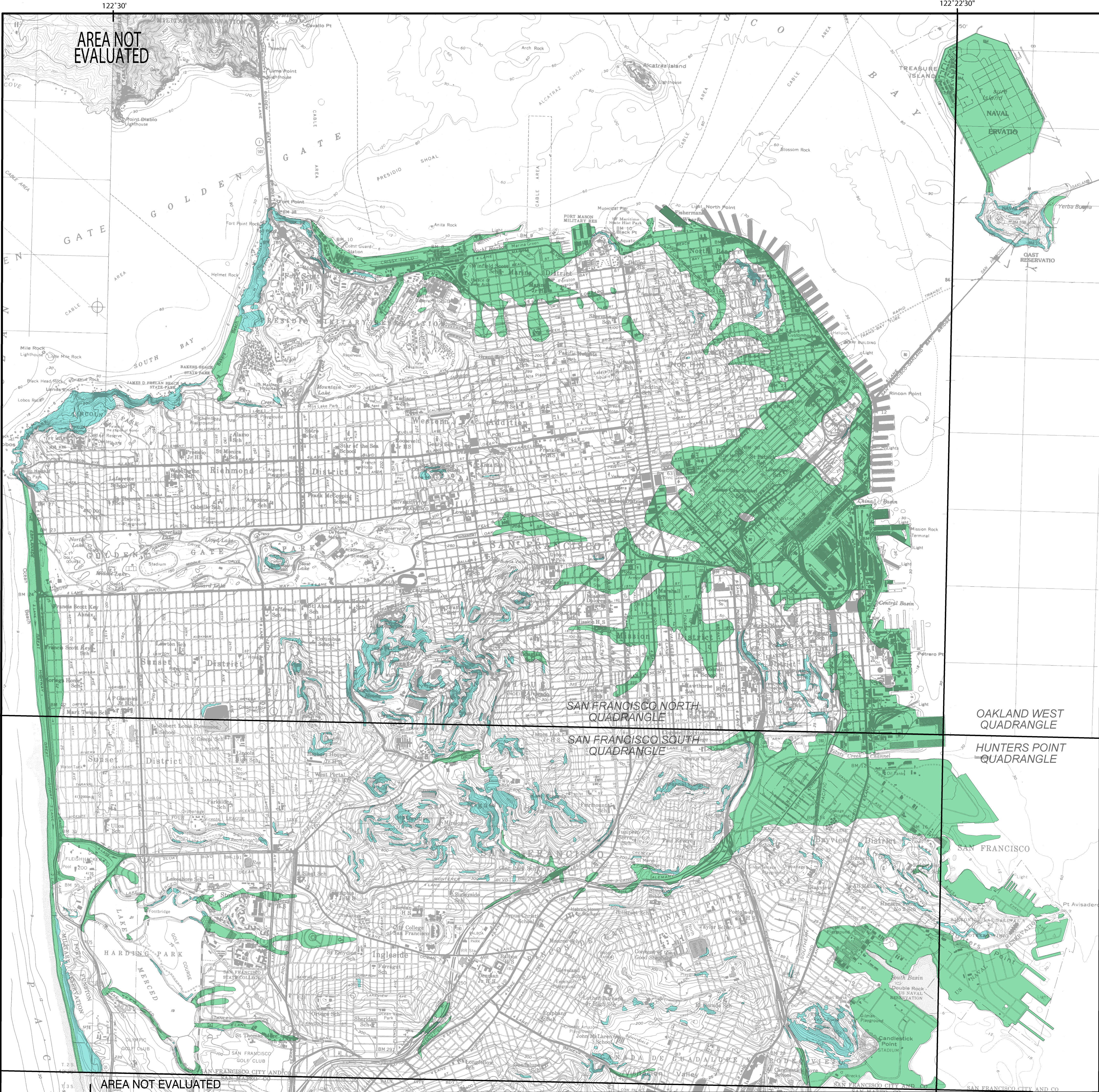
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Base Map prepared by U.S. Geological Survey, various dates

PURPOSE OF MAP
This map will assist cities and counties in fulfilling their responsibilities for protecting the public safety from the effects of earthquake-triggered ground failure as required by the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6).

For information regarding the scope and recommended methods to be used in conducting the required site investigations, see DMG Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California.

For a general description of the Seismic Hazards Mapping Program, the Seismic Hazards Mapping Act and regulations, and related information, please refer to www.conservation.ca.gov/cgs.

Production of this map was funded by the Federal Emergency Management Agency's Hazard Mitigation Program and the Department of Conservation in cooperation with the Governor's Office of Emergency Services.

IMPORTANT - PLEASE NOTE
1) This map may not show all areas that have the potential for liquefaction, landsliding, strong earthquake ground shaking or other earthquake and geologic hazards. Also, a single earthquake capable of causing liquefaction or triggering landslide failure will not uniformly affect the entire area zoned.

2) Liquefaction zones may also contain areas susceptible to the effects of earthquake-induced landslides. This situation typically exists at or near the toes of existing landslides, downslope from rockfall or debris flow source areas, or adjacent to steep stream banks.

3) This map does not show Alquist-Priolo earthquake fault zones, if any, that may exist in this area. Please refer to the latest official map of earthquake fault zones for disclosures and other actions that are required by the Alquist-Priolo Earthquake Fault Zoning Act. For more information on this subject and an index to available maps, see DMG Special Publication 42.

4) Landslide zones on this map were determined, in part, by adapting methods originally developed by the U.S. Geological Survey (USGS). Landslide hazard maps prepared by the USGS typically use experimental approaches to assess earthquake-induced and other types of landslide hazards. Although aspects of these new methodologies may be incorporated in future CDMG seismic hazard zone maps, USGS maps should not be used as substitutes Official SEISMIC HAZARD ZONES maps.

5) U.S. Geological Survey base map standards provide that 90 percent of cultural features be located within 40 feet (horizontal accuracy) at the scale of this map. The identification and location of liquefaction and earthquake-induced landslide zones are based on available data. However, the quality of data used is varied. The zone boundaries depicted have been drawn as accurately as possible at this scale. Zone boundaries reflect digital topographic data that may differ slightly from the shorelines shown on the base map.

6) Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations required under Chapters 7.5 and 7.8 of Division 2 of the Public Resources Code.

7) **DISCLAIMER:** The State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data from which these maps were derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

STATE OF CALIFORNIA SEISMIC HAZARD ZONES

Delineated in compliance with
Chapter 7.8, Division 2 of the California Public Resources Code
(Seismic Hazards Mapping Act)

CITY AND COUNTY OF SAN FRANCISCO

OFFICIAL MAP

Released: November 17, 2000


STATE GEOLOGIST

MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

DATA AND METHODOLOGY USED TO DEVELOP
THIS MAP ARE PRESENTED IN THE FOLLOWING:

Seismic Hazard Evaluation of the City and County of San Francisco, California:
California Division of Mines and Geology, Open-File Report 2000-009.

For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to www.conservation.ca.gov/cgs

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ZACKS, FREEDMAN & PATTERSON

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Facsimile (415) 288-9755
www.zfplaw.com

December 12, 2016

VIA HAND DELIVERY AND EMAIL

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 941 02
bos.legislation@sfgov.org

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383ENV
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear Ms. Calvillo:

Enclosed, please find the following:

Tab #:

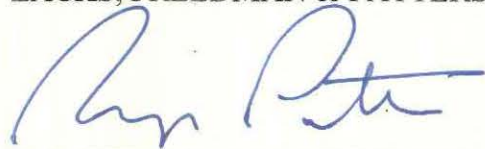
11. Supplemental report from Rune Storesund, D.Eng., P.E., G.E. regarding public safety risk;
12. Additional documentation of risks to gas pipeline at the Project Site;
13. List of pipeline ruptures in California since the San Bruno disaster;
14. Letters of support for the appeal.

Please kindly include these items with the appeal file.

Thank you.

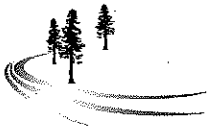
Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson
Encl.

Exhibit 11



December 11, 2016

SF Board of Supervisors
San Francisco City Hall
1 Dr Carlton B Goodlett Pl #244
San Francisco, CA 94102

Subject: Impact to PG&E Transmission Line 109
3516 & 3526 Folsom Street
San Francisco, California

Dear President Breed and Honorable Members of the Board of Supervisors,

This letter is in response to a request for an independent assessment of potential damage to the PG&E Transmission Line 109 associated with construction activities of the proposed 3516 & 3526 Folsom Street development. I am a practicing Geotechnical Engineer (CA License Number 2855), I provide gas pipeline risk reviews for the State of California Department of Education, and have participated in forensic engineering projects over the last 10 years with damage claims in excess of \$2 billion and more than 8,000 hour of direct forensic analyses. My most recent engagement was a geotechnical forensic evaluation of the March 2014 Oso Landslide in Washington State, which resulted in the tragic loss of 43 individuals. In addition to private consulting, I am the Executive Director of the Center for Catastrophic Risk Management at UC Berkeley.

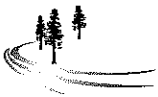
This geotechnical review is the requested independent assessment and is based on documents included in the Discretionary Review, Full Analysis by San Francisco Planning Department (dated October 4, 2016) as well as a set of geotechnical reports prepared by Mr. H. Allen Gruen (dated August 3, 2013). I also reviewed the "Categorical Exemption Appeal" (3516-3526 Folsom Street), prepared by the San Francisco Planning Department (dated December 5, 2016) and "Appeal of CEQA Categorical Exemption Determination," prepared by Mr. Charles Olson (dated December 2, 2106).

I previously prepared a letter dated December 1, 2016 that presented my initial review of the proposed project, with respect to potential construction impacts to the PG&E Transmission Line.

Based on the facts associated with the proposed development, it is my expert opinion that a reasonable possibility of a significant effect exists with respect to degradation of the Transmission Line integrity as a result of the required rock excavation to achieve the delineated site grades shown in the project plans.

Fact 1: The proposed developments anticipate excavations on the order of 8-10 feet below grade. (see sheet A-3 from 3516 Folsom Street drawings).

Fact 2: Geotechnical soil borings performed at the site show the presence of chert bedrock at a depth of 3 to 5 feet below grade. See geotechnical reports prepared by Mr. H. Allen Gruen (dated August 3, 2013).



Fact 2: The geotechnical soil borings encountered ‘refusal’ at a depth of 3 to 5 feet. The borings were not advanced to the target depth of the proposed excavation. Typical geotechnical field exploration programs advance borings past the anticipated depth of structure foundations. This demonstrates that the ground conditions are hard bedrock and not softer soil subsurface conditions.

From 3516 Folsom Geotechnical Report (page 6):

“Bedrock was encountered in our borings at a depth of about 3 to 4 feet below the ground surface. We anticipate that excavations in the upper portion of bedrock at the site can be conducted with conventional equipment, although localized ripping may be required. Excavations extending deeper into the bedrock may require extra effort, such as heavy ripping, hoe-rams, or jack-hammering. We anticipated that the bedrock will become harder and more massive with increasing depth.”

Fact 3: Bedrock excavations require heavy excavation equipment or rock blasting. These bedrock excavation techniques result in higher peak ground velocities than conventional soil excavation. Higher peak ground velocities result in increased fatigue on pipelines. Increased fatigue degrades pipeline integrity and results in premature failure of pipelines.

Fact 4: Stress concentrations occur at pipeline elbows. Elbows are located on PG&E Transmission Line 109 as the pipeline goes from a north-south alignment up Folsom Street, to an east-west alignment along Bernal Heights Boulevard. This pipeline bend is immediately adjacent to the proposed construction activity and is susceptible to fatigue-induced failure. (See Figure 1 on page 4 of the San Francisco Planning Department’s Certificate of Determination, Exemption from Environmental Review, dated July 8, 2016).

Fact 5: PG&E has not ‘cleared’ the proposed rock excavation work associated with the development. PG&E is the only organization in a position to analyze the additional fatigue expected to be exerted on the pipeline from the bedrock excavation activity and certify that no appreciable degradation will occur. This pipeline has the potential to catastrophically fail and result in deaths within the blast radius of the pipeline.

To date, PG&E has only said the proposed construction activity would “present no particular issues with respect to patrolling and maintaining the pipeline.” (Source: last paragraph, page 4, San Francisco Planning Department’s Certificate of Determination, Exemption from Environmental Review, dated July 8, 2016). Being able to patrol a pipeline is very different from monitoring the integrity and time to failure of a major transmission pipeline.

PG&E has stated that “PG&E patrols its gas transmission pipeline at least quarterly to look for indicators of missing pipeline markers, construction activity and other factors that may threaten the pipeline. Line 109 through the neighborhood was last patrolled in May 2014 and everything was found to be normal.” (source: Austin Sharp Q&A, Question 8).

Note that this does not address pipeline integrity and additional fatigue to the pipeline as a result of the proposed excavation in bedrock to construct these projects.

Further, PG&E notes that there are three integrity assessments. An in-line inspection allows for identification of metal loss or geometric abnormalities. Direct excavation allows for visual



observation of the pipeline. Pressure testing allows for confirmation that the pipeline can sustain prescribed pressure levels. While PG&E has performed evaluations to ascertain corrosion, this is not representative of the full integrity of the pipeline.

Thus, the unusual circumstance warranting more thorough environmental review is the proposed excavation into bedrock, resulting in enhanced ground velocities resulting in additional fatigue on the PG&E transmission line, which has the possibility to fail catastrophically. The actual integrity of Line 109 has not been characterized by PG&E, nor has the useful serviceable life been established. Based on this setting and the associated uncertainties with respect to actual pipeline integrity, it is my expert opinion that a reasonable possibility of a significant effect exists.

No payments for services have been received and no future promises of compensation have been offered.

I reserve the right to update my independent review based on new information.

Please contact me with any questions or comments by phone at (510) 225-5389 or via email at rune@storesundconsulting.com.



Sincerely,

STORESUND CONSULTING

Rune Storesund, D.Eng., P.E., G.E.
Consulting Engineer

UC Berkeley Center for Catastrophic Risk Management
Executive Director

Exhibit 12

SFGATE <http://www.sfgate.com/bayarea/article/PG-E-s-Line-109-also-seen-as-posing-safety-risks-2375453.php>

PG&E's Line 109 also seen as posing safety risks

SAN BRUNO BLAST Missing records, vulnerable welds for pipe from South Bay to S.F.

By Jaxon Van Derbeken Published 4:00 am, Sunday, April 10, 2011
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IMAGE 1 OF 3

An exposed section of PG&E's Line 109 gas transmission pipeline spans a creek on a steep hillside in Redwood City, Calif. on Friday, April 1, 2011.

(Published Apr. 10, 2011)

The other pipeline that Pacific Gas and Electric Co. has long relied on to deliver natural gas up the Peninsula has problems similar to the ruptured line in San Bruno - flawed or missing records and at-risk welds, including 80-year-old technology recognized as prone to earthquake failures, The Chronicle has learned.

Like PG&E transmission Line 132 - the pipe that ruptured and exploded in San Bruno on Sept. 9 - Line 109 runs from Milpitas through the South Bay and Peninsula and up to San Francisco, where it terminates in the Dogpatch neighborhood.

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Since the blast that killed eight people and destroyed 38 homes, PG&E has avoided service disruptions in the upper Peninsula by using a part of Line 109 to route gas around the blast site, thus keeping most of Line 132 in service.

Federal investigators have keyed into PG&E's inaccurate records on Line 132 in San Bruno - records that showed the 1956-vintage pipe had no seam when, in fact, it had a flawed seam weld since tied to the rupture. The company vouched for the line's safety using a method in 2009 that was incapable of finding bad welds.

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Line 109 may be equally problematic for the company, documents show. Like all the lines running into San Francisco, PG&E has cut the pressure on Line 109 by 20 percent in the wake of the San Bruno disaster, but experts say that given its questionable state, the cut affords little assurance of safety.

"You don't know the right level of safety to begin with, so you don't know if you are cutting pressure by enough," said Richard Kuprewicz, a pipeline safety expert in Redmond, Wash.

Missing records

Perhaps the most damaging revelation about Line 109 came last month when the utility acknowledged that it lacks any records for a 5-mile segment in San Bruno that was installed by 1995. The undocumented segment starts south of the rupture site on Skyline Boulevard at San Bruno Avenue, and heads inland to Junipero Serra Boulevard and hooks up to the old route on Skyline at Hickey Boulevard.

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The 5-mile part of the line is among 140 miles of transmission pipe for which PG&E has said it has so far found no documents to prove it is operating safely. PG&E has until the end of August to look for the records as part of a \$3 million fine settlement still pending and slated to be argued Monday before the California Public Utilities Commission.

The undocumented part of the line apparently was installed to route around three active earthquake faults in the area on Skyline Boulevard, PG&E records show. The replacement route is now reflected on PG&E's current maps, but the utility lacks records of construction documents and has no proof that it did legally mandated high-pressure water tests.

UC engineering Professor Bob Bea said the lack of records for a 1995-era project is "astounding."

"To have that long a section of an important pipeline without records on its condition - that would be alarming," he said. "I think we have a problem, Houston."

PG&E has acknowledged that the line has other identified risks, but says it inspected the line in 2009 and found no leaks over the past decade.

Brittle welds

PG&E has noted that a 2-mile portion of Line 109 along Alemany Boulevard in San Francisco dates from 1932 and was constructed using oxyacetylene welds, notoriously brittle and susceptible to failure in earthquakes. The at-risk part of the line runs under the street roughly from Sickles Avenue to Rousseau Street.

Oxyacetylene technology - which dates to the early part of the 20th century - is problematic because the hot gases used in the welding process generate bubbles in the welding bond, Bea said.

"It's difficult to get a weld with high integrity," he said. "You end up with a lot of gas and bubbles trapped in the metal."

Kuprewicz added, "Oxyacetylene welds are like glass. They don't bend, they snap. They are very brittle."

Dozens of those welds failed in the 1971 quake in Sylmar (Los Angeles County), according to a 2008 seismic report done for the U.S. Geological Survey on the vulnerability of that kind of weld. The report also found that in the 1989 Loma Prieta quake, PG&E had three transmission line failures involving such welds, and in the 1994 quake in Northridge (Los Angeles County), more than two dozen such welds failed or were damaged.

The 2008 report recommended replacement with upgraded pipes, or at least using automatic shutoff valves, pointing out that oxyacetylene welds were almost 100 times more likely to fail in a quake than more modern technology.

PG&E has long downplayed the usefulness of automatic valves, citing industry data showing most blast damage is done in the first 30 seconds of an explosion, but since the San Bruno blast has said it will install them in many high-risk areas.

Rehab versus replace

PG&E had been replacing dozens of miles a year of old pipes since 1985 - including the 5-mile reroute near San Bruno - but told regulators in 1999 that it now intended to begin finding ways to rehab old lines rather than replace them.

One of its first efforts in that vein was to install, that year, a plastic liner in Line 109 under Alemany Boulevard that had 1932-vintage oxyacetylene welds. The purpose of the liner was to create an internal membrane to contain any gas release if vulnerable girth welds failed in an earthquake.

PG&E bought the liner from Paltem Systems Inc. of Missouri, and it was touted as being able to withstand pressures up to 900 pounds per square inch. Paltem is not currently in business in the United States.

"The purpose of this project was to install a safe composite lining, in order to provide additional support and protection," PG&E spokesman Joe Molica said about the liner.

Before installing the liner, he said, PG&E had tested that part of the line using high-pressure water. At the time, the company said it would track any leaks and inspect the line a year after installation.

PG&E recently told San Francisco City Attorney Dennis Herrera, who asked for details about the project, that it did an initial camera inspection but did not do a follow-up inspection. PG&E says the inspection could have damaged the liner and there had been no leaks in the past decade.

Inspection aside, experts question the value of the liner in a major quake. Glen Stevick, a Berkeley engineer and pipeline safety expert, said such a interior liner "does provide a lot of flexibility and it can take a certain amount of leakage without rupture."

But, he said, substantial ground movement during a quake could have a "guillotine" action in severing a circumferential weld, slicing the liner in the process.

Doug Honegger, an Arroyo Grande (San Luis Obispo County) consultant on pipeline seismic safety, agreed the liner's value is limited.

"The question is why they put the liner in. If the threat was from large ground movement, I'm not sure the (liner) would be what they needed," he said. "The preferred option would be to replace that section."

Vulnerable welds

Still other parts of Line 109 were constructed with low-frequency electric resistance welds, considered vulnerable during normal operations and tied to more than 100 failures nationwide.

PG&E inspected Line 109 in 2009 using a method that was incapable of finding flawed seam welds. Yet two stretches of the line have such welds, according to PG&E records. PG&E officials have said they had been intentionally boosting the pressure on lines with such welds every five years or so since 2003, but stopped the practice after the San Bruno explosion. The company says it had been elevating the pressure because federal regulations - based on peak pressure levels - would otherwise kick in and limit its ability to meet peak demand.

Federal officials say they don't understand why PG&E was boosting pressure on vulnerable lines.

PG&E last spiked the pressure on the San Francisco part of Line 109 on April 12 of last year to 147 pounds per square inch; the line's maximum capacity is 150 psi. It first spiked the pressure on the line in December 2003 to 150 psi. Experts have questioned the safety of the spiking practice on such vulnerable welds, saying they could make them more prone to failure.

Portion above ground

Outside San Francisco, at the higher-pressure segment of the line, experts point to another potential problem spot: an above-ground, 50-foot spar where Line 109 crosses a dry creek bed. PG&E inspected the line in 2009 and said any safety concerns were addressed.

But UC Berkeley's Bea said erosion on the creek banks during recent storms could potentially weaken support on either side spanning the creekbed. He worries the line has no underpinnings to support the crossing.

Experts point to the totality of Line 109 problems as warning signs that the older, untested lines in PG&E's system are fraught with potential risks.

PG&E had largely stopped replacing old lines by 2000, when it cut back on miles replaced in favor of inspection efforts to assure safety, document show.

"With the age and the risk factors they have, why aren't they judiciously replacing these pipes?" pipeline safety expert Kuprewicz said. "You are playing Russian roulette with a six-shooter, and you have five bullets in the gun."

"I frankly don't feel very comfortable with their whole" system, said Robert Eiber, another pipeline integrity expert. "It's a mess. You need to find out what you have in the ground."

Herrera said he wants to know more about the line before he is satisfied it is safe.

"It's quite clear that we haven't received all the records that would give us that complete confidence," he said. He added that he intends to make every effort to make sure "we are getting the records we need."

E-mail Jaxon Van Derbeken at jvanderbeken@sfgate.com.

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Gulp! Why You Should Be Nervous About a PG&E Gas Pipeline with History of Big Trouble That Runs Through Bernal Heights

OCTOBER 5, 2011OCTOBER 5, 2011 / TODD LAPPIN

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(<https://bernalwood.files.wordpress.com/2011/09/pgepipeline2c-sf.jpg>)



(<https://bernalwood.files.wordpress.com/2011/10/1963explosion3bernalwood.jpg>)

Did you happen to catch this anxiety-generating bit of news last week regarding the safety of PG&E's gas pipelines? From the San Jose Mercury News (<http://www.mercurynews.com/breaking->

<https://bernalwood.com/2011/10/05/gulp-troubled-pge-gas-pipeline-with-a-history-of-trouble-runs-through-bernal-heights/>

[news/ci_18982471](http://www.bernalwood.com/2011/10/05/gulp-troubled-pge-gas-pipeline-with-a-history-of-trouble-runs-through-bernal-heights/news/ci_18982471)):

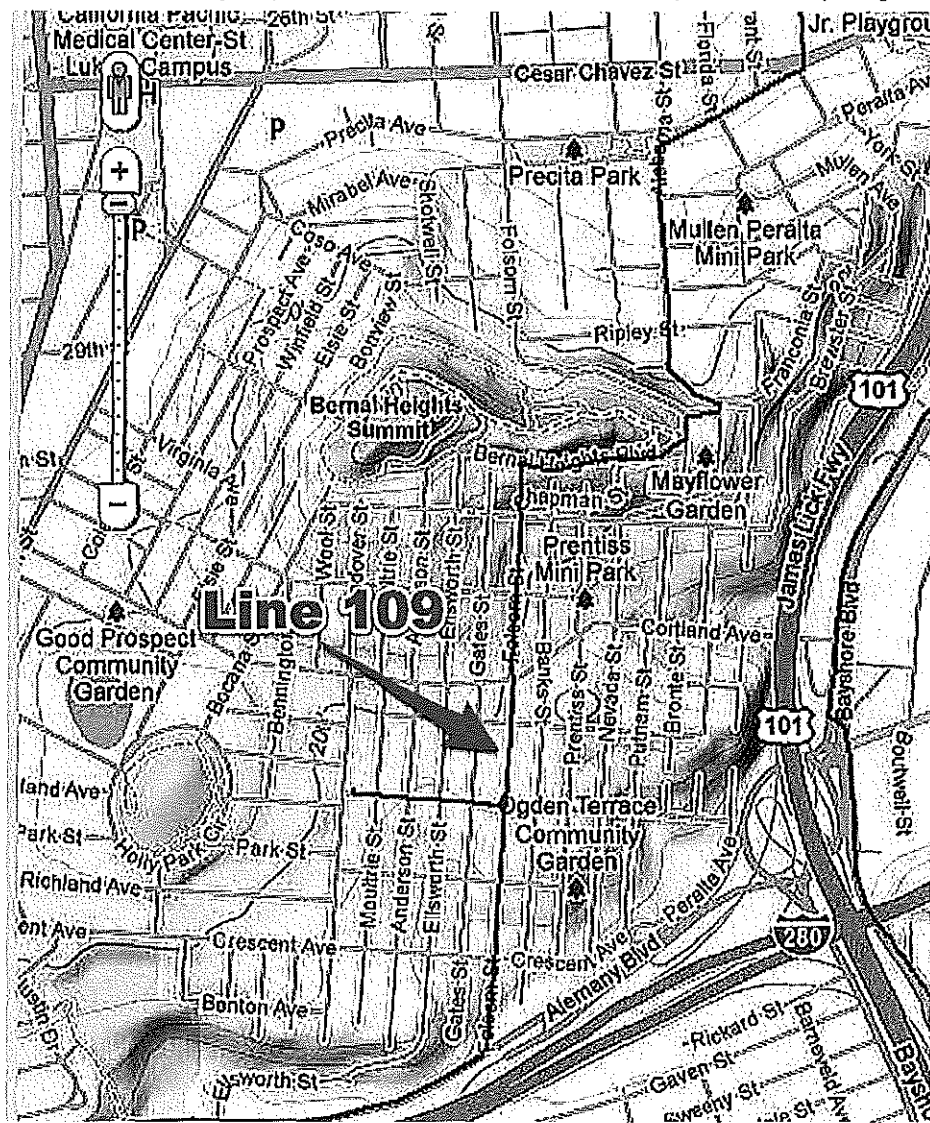
More than a year after the San Bruno natural gas explosion (http://en.wikipedia.org/wiki/2010_San_Bruno_pipeline_explosion), PG&E still lacks "a large percentage" of the information it needs to accurately assess its pipeline risks and hasn't taken needed steps to inform the public about its gas lines, according to the National Transportation Safety Commission's final report (<http://publicintelligence.net/ntsb-pge-san-bruno-pipeline-explosion-accident-report-september-2011/>) on the 2010 disaster released Monday.

The 153-page report went further than earlier NTSB statements by including a strong warning about PG&E's limited understanding of what other dangers may lurk underground.

Noting that PG&E uses data in a computerized system to gauge the risk posed by its pipelines, the agency said it fears the system contains "a large percentage of assumed, unknown or erroneous information for the Line 132" — the one that erupted in San Bruno — "and likely its other transmission pipelines as well."

In addition, the report — the board's final statement on the San Bruno catastrophe and largely a repetition of previously released documents — scolded PG&E for its continued failure to sufficiently educate the public about its gas lines and the hazards they pose.

In other words, PG&E basically has no idea WTF is going on with its pipelines. Why is that an issue for Bernalwood? Because one of PG&E's worrisome "other transmission pipelines" runs right through Bernal Heights (<http://www.pge.com/pipelineplanning/>):



(<https://bernalwood.files.wordpress.com/2011/09/pgpipelinebernal31.jpg>)

The PG&E pipeline that caused in the San Bruno explosion, Line 132, does not run through Bernal Heights. Instead, Bernal is traversed by another pipeline, called Line 109.

The flow of gas within Line 109 runs south to north. As you can see, the line comes in from Alemany and then heads north via Folsom, with an odd dead-end spur that shoots east along Tompkins Ave. At the top of Bernal Hill it traces Bernal Heights Boulevard, before heading down Alabama to Precita and north via York.

According to a must-read article in the San Francisco Chronicle, Line 109 has a long list of safety concerns and many of the same vulnerabilities as Line 132 (<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/04/10/MNRB1IE1T1.DTL&ao=all>).

Experts point to the totality of Line 109 problems as warning signs that the older, untested lines in PG&E's system are fraught with potential risks.

In the case of Bernal Heights, these concerns are not at all theoretical. Line 109 has caused big big BIG problems here before, most notably in 1963, when a segment the intersection of Nevada and Crescent exploded. Part of it looked like this:



(<https://bernalwood.files.wordpress.com/2011/09/1963explosion11.jpg>)

And like this:



<https://bernalwood.files.wordpress.com/2011/10/1963explosion2.jpg>

From the [San Francisco Chronicle](http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/06/25/MNMOV1K1FSM.DTL) (<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/06/25/MNMOV1K1FSM.DTL>):

A Pacific Gas and Electric Co. gas pipeline running up the Peninsula into San Francisco has a long history of cracked and poorly constructed welds and even exploded once – but it's not the one that blew up in San Bruno last year.

The pipeline is known as Line 109, and it failed disastrously in 1963 in the Bernal Heights neighborhood in San Francisco. The blast injured nine firefighters and led to the heart-attack death of a battalion chief. [...]

Line 109's problems first came to everyone's attention almost 50 years ago.

On Jan. 2, 1963, the transmission pipe sprang a leak under Alemany Boulevard in San Francisco. About 1,000 homes were evacuated as firefighters rushed in to help.

Before PG&E crews turned off the line, gas spread to a nearby home, which exploded. Two of the nine injured firefighters were critically hurt, and Battalion Chief Frank Lamey, 63, died of a heart attack.

One of those critically injured was Anthony Marelich Jr. In an interview last week, he said PG&E had left the line active during the evacuation to avoid cutting off thousands of other customers and believed the gas was safely venting into the atmosphere.

Instead, it was filling a house on Nevada Street. Marelich said he had been standing with several firefighters when the home blew up and a wall "landed on top of me."

"It was instantaneous," said Marelich, now 73. His face was crushed, and doctors gave him almost no chance to survive.

He was forced to retire the next year, having lost several teeth and his sense of smell. Surgeons had to wire his jaw back on.

"Safety, right now, is in the limelight because of San Bruno," Marelich said, adding that he thinks PG&E should have paid a steep price for the 1963 blast, "but they never showed any blame for it."

"What happened to me and what happened to those people down in San Bruno, it should never have happened," Marelich said.

Put another way, here's a question we all should ask: In light of the NTSB's staggering revelations about PG&E's incompetent management of its gas pipeline network, what are the company and City officials doing to make sure it doesn't happen in Bernal Heights... *again*?



(<https://bernalwood.files.wordpress.com/2011/10/bernalfamily-1963.jpg>)

IMAGES: Pipeline maps, PG&E (<http://www.pge.com/pipelinelocations/>); 1963 photos, *San Francisco Chronicle* (<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/06/25/MNMOV1K1FSM.DTL>)

Accident or Ill Fortune, Geography, History, Infrastructure

21 thoughts on “Gulp! Why You Should Be Nervous About a PG&E Gas Pipeline with History of Big Trouble That Runs Through Bernal Heights”

1. [jenniferkeith64](#)

OCTOBER 5, 2011 AT 10:31

Thanks for completely freaking me out! I live along the pipeline. I know there is a PG&E engineer that lives along the pipeline also, so I figured I wouldn't panic as long as he didn't. Hmmm....

Gas Leak At Noe & Hill Streets Forces Evacuation



Thu. December 8, 2016, 1:33pm



by Brittany Hopkins
@britthopkins
(<http://twitter.com/britthopkins>)



neighborhoods
Noe Valley (/neighborhoods/noe-valley)



location
Hill & Noe Streets, San Francisco, CA

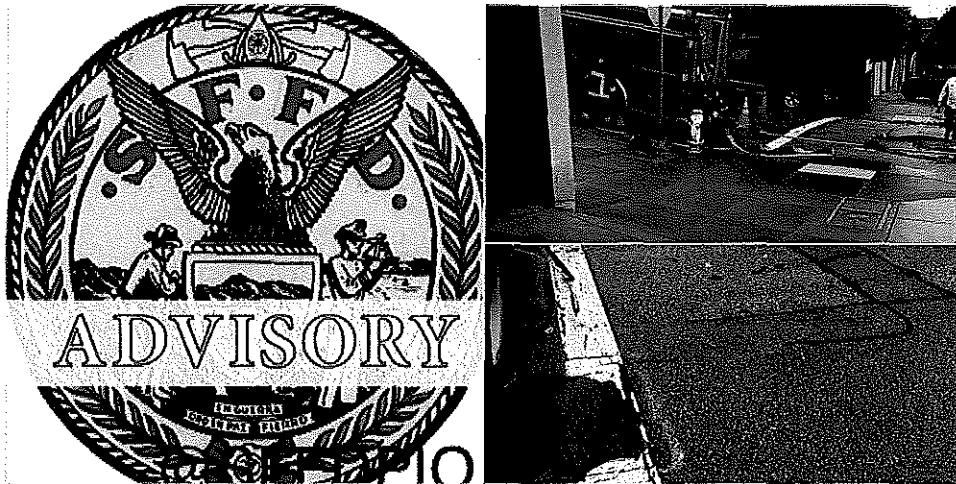
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PG&E secured a gas leak this afternoon that briefly forced residents at Noe and Hill streets to evacuate or shelter in place.

According to the SFFD's latest tweet, PG&E secured the gas leak around 1:16pm.



San Francisco Fire

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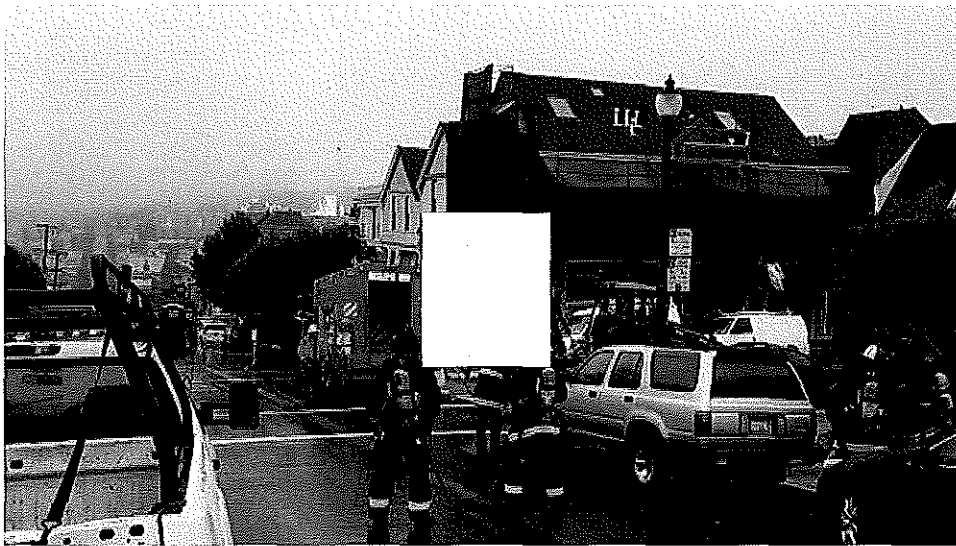
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#1208GL1 UPDATE PGE HAS SECURED THE GAS LEAK
SHELTER IN PLACE LIFTED EVACUATIONS WILL BE LET IN
SHORTLY 114pm

1:16 PM - 8 Dec 2016

2 7

Just 15 minutes before, the SFFD called for residents and businesses on the 800-850 block of Noe Street and the 500 block of Hill Street to evacuate the area. Anyone on the 700 block of Noe was told to shelter in place.



**San Francisco Fire**

@sffdpio

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#1208GL1 UPDATE GAS LEAK PGE SFFD SFPD ON SCENE
 500 block of hill and 700 block of NOE EVACUATION ORDER
 MEDIA STAGE 21st Noe PIO ONSCENE

12:58 PM - 8 Dec 2016

8 6

Neither agency has reported the cause of the gas leak. Although, photos tweeted from the scene suggest that it may have taken place at a home currently under construction on the corner.

The SFFD reports (<https://twitter.com/sffdpio/status/806971280511483904>) that there were no injuries and no residents have been displaced, but traffic delays in the will likely continue throughout the next hour.

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SFGATE <http://www.sfgate.com/news/article/PG-amp-E-Carmel-home-explosion-blamed-on-bad-5316064.php>

PG&E Carmel home explosion blamed on bad pipeline records

By Jaxon Van Derbeken Updated 7:55 am, Friday, March 14, 2014

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IMAGE 1 OF 2

A house at Guadalupe and 3rd in Carmel after a gas explosion on March 3, 2014.

Pacific Gas and Electric Co.'s faulty pipeline records, which the utility promised to fix after the deadly San Bruno disaster more than three years ago, are being blamed in a natural-gas explosion that destroyed a home last week in Carmel.

No one was home and there were no injuries when the explosion destroyed the one-bedroom cottage March 3. The owner said that was largely attributable to good luck: A work crew was supposed to be in the house but never got there because of traffic.

PG&E says gas crews working around the house were misled by company records about the type of pipe they were dealing with.

"We didn't have the (accurate) maps, and we don't know what happened," said company spokesman Greg Snapper.

As a result of the explosion, PG&E has ordered a halt in its entire Northern and Central California service area to the type of work that crews were doing before the blast - linking pipes together while both are pressurized with gas. A company official conceded that PG&E lacks a "high degree of confidence" that such work can be done safely without changes.

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MORE BY JAXON VAN DERBEKEN



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Key to San Bruno

Inaccurate PG&E records were a major factor in the September 2010 explosion of a gas-transmission pipeline that killed eight people and destroyed 38 homes in San Bruno. Because company documents inaccurately described the characteristics of the 1950s-vintage line, PG&E never conducted tests that could have detected the type of problem - an incomplete seam weld - that led to the pipeline's rupture.

The California Public Utilities Commission, which regulates PG&E, ordered the company to test or replace thousands of miles of pipeline after the blast. Alleged record-keeping violations are a large part of a legal case now before the commission that could result in PG&E being fined as much as \$2.5 billion for the disaster.

The Carmel explosion happened in the middle of the day as crews were replacing a street distribution gas line, a smaller pipe than the type that ruptured in San Bruno. The replacement line was supposed to be hooked up to a separate pipeline, which PG&E records showed was made of steel.

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However, sometime after the pipe was made in 1997, PG&E or a contractor inserted a plastic pipe inside the steel one. In doing so, workers made slices in the steel line, rendering it useless for carrying natural gas.

Last week, workers drilling into the old steel main pierced the plastic line inside, unaware it was there. Gas then flowed out of the pierced plastic line and into the surrounding steel line.

The gas escaped through a cut in the steel line and eventually got into the cottage at Third Avenue and Guadalupe Street, possibly via a sewer pipe. A pilot light apparently touched off the explosion that leveled the cottage and damaged three nearby homes.

The cottage's owner, Josef Baumgartner of Palo Alto, said the blast could have easily been deadly, because workers he had hired to do maintenance were supposed to be inside. They turned back, however, after getting caught in traffic created by the gas-line work.

"I'm very glad no one was hurt," said Baumgartner, who uses the cottage as a vacation and weekend home. "It was for the grace of God that it was not worse - those vendors were scheduled to be inside."

A woman who was 50 feet away when the blast happened said the gas crews, working with a PG&E contractor called Underground Construction, had been shielded from the force of the explosion by their trucks, which may have saved their lives.

"It is a miracle that no one was killed, a double miracle that no one was injured," Mayor Jason Burnett said.

Burnett said PG&E officials have led him to believe the root of the problem was the inaccurate records.

'Raises whole new issues'

"If it is in fact a record-keeping problem, as it sounds like it may be, it raises whole new issues about potential problems on tens of thousands of miles of pipe," Burnett said.

Sumeet Singh, vice president in charge of PG&E's asset management, said that "the information that we have right now is that the map they had did not show the inserted plastic line."

He would not answer questions about who installed the plastic line or when, as well as why PG&E maps were not accurate, pending the outcome of an investigation that the company has commissioned.

Last week's work was being done as part of PG&E's systemwide replacement of distribution pipe made out of a plastic called Aldyl-A, which has been linked to several explosions around the country since the 1970s. PG&E began replacing Aldyl-A pipes after an August 2011 blast leveled a Cupertino condominium whose owner had just left to go to lunch.

The Carmel explosion happened after the gas crew started splicing into the live, plastic-inside-steel pipeline to connect the new pipe, a process known as tapping. Kevin Knapp, PG&E's vice president of gas operations, said the utility has halted the practice until the company has a "high degree of confidence" that it has protocols in place to avoid explosions.

PG&E said the halt would not slow the replacement of Aldyl-A pipe.

The state Public Utilities Commission has opened an investigation into the Carmel blast and said the issue of flawed records would be central to the probe.

"A big concern is PG&E's mapping issue," the commission said in a statement. "It is PG&E's responsibility and duty to know what they have in the ground and where it's located."

Singh said PG&E is digitizing its records for 42,000 miles of distribution lines, a project expected to be completed by next year.

PG&E apology

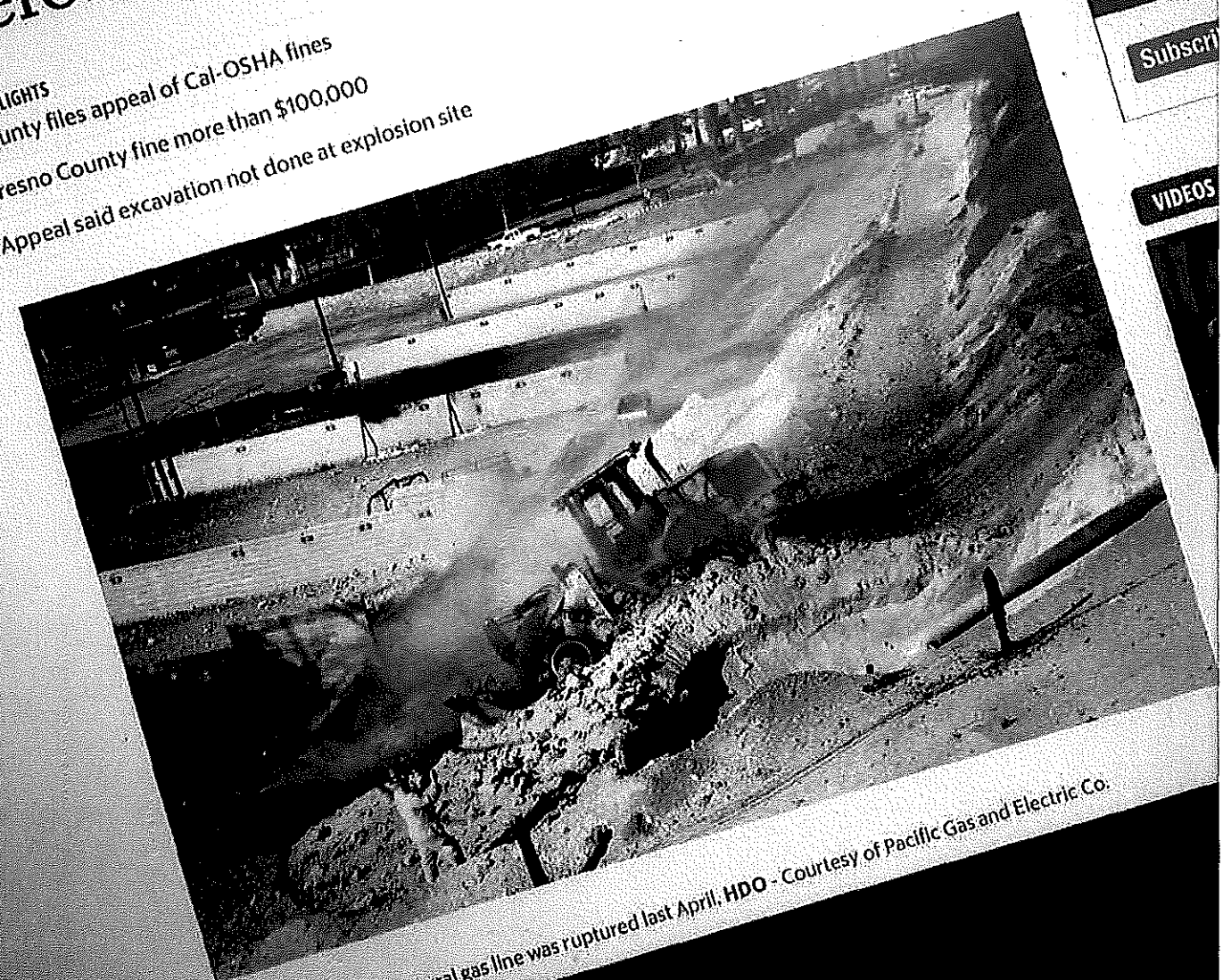
Knapp said he has met with Carmel officials to "impress upon them how seriously we are taking this" and "how deeply I regretted that it had occurred. We're really, really grateful that the house was unoccupied. It was by the sheer grace of God that that happened."

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Fresno County says gas line was surveyed before explosion

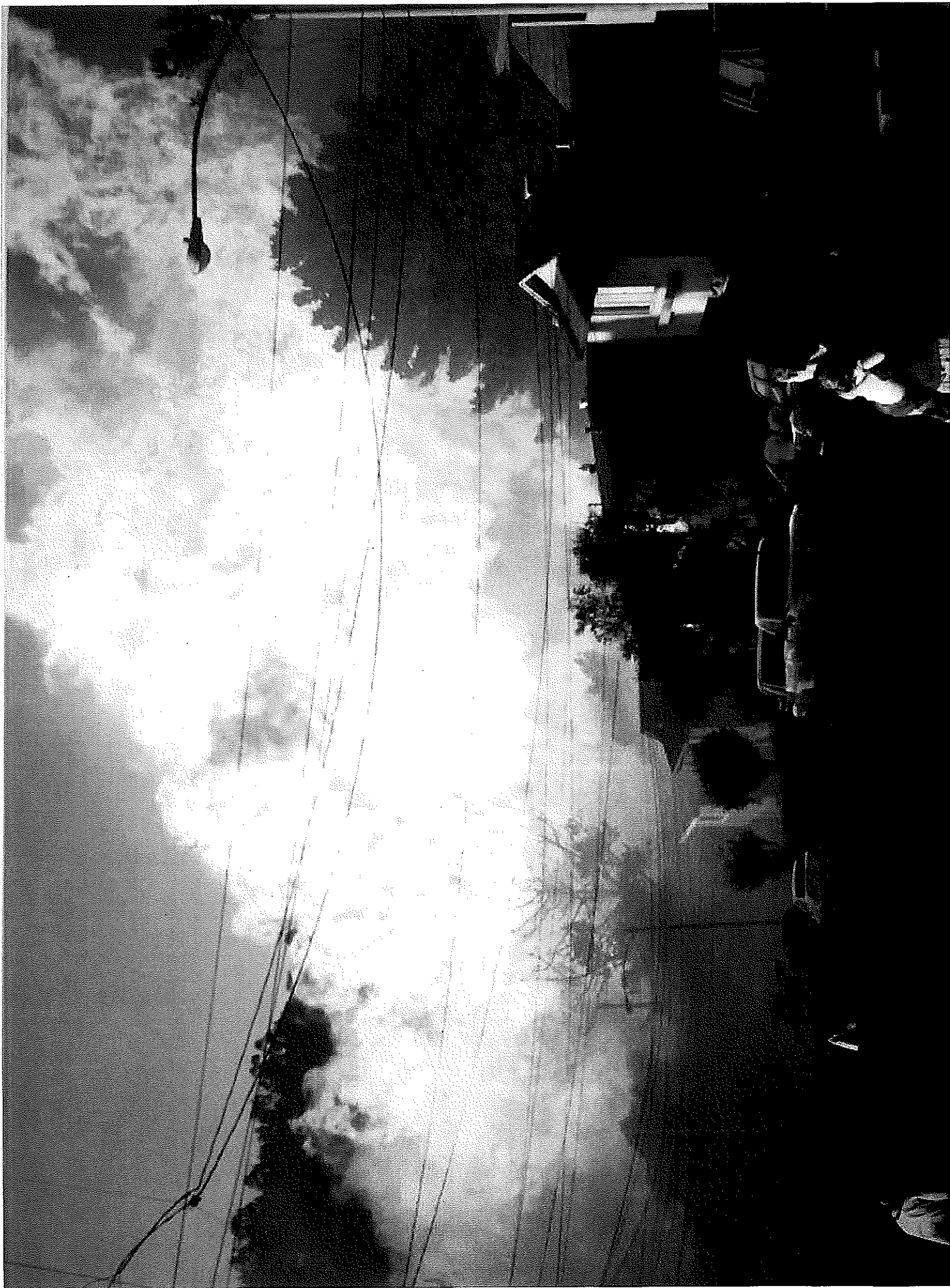
HIGHLIGHTS
County files appeal of Cal-OSHA fines
Fresno County fine more than \$100,000
Appeal said excavation not done at explosion site



The area where the natural gas line was ruptured last April. HDO - Courtesy of Pacific Gas and Electric Co.

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PG&E's "Regular" Surveillance for Pipeline Hazards **Critically Inadequate at Upper Folsom St. Site**

Regarding PG&E Gas Transmission Pipeline 109

Upper Folsom Street in Bernal Heights, SF

Prepared by Marilyn Waterman

for Dec. 13 BOS hearing

PG&E claims regular surveillance of gas transmission pipelines for activities and encroachments that endanger the integrity of and inhibit access to pipelines. Yet, existing evidence attests to PG&E's well-documented lax public safety culture. A 30-foot pine tree sits on top of PG&E Gas Transmission Pipeline 109 adjacent to the Project Area - against PG&E's own safety guidelines. Other large plants also grow over the pipeline in this area violating encroachment guidelines.



30-foot pine tree growing above PG&E Gas Transmission Pipeline 109 at Bernal Heights Blvd. - in violation of PG&E's threatening the pipelines protective coating.

In addition, several small structures have been allowed to be built adjacent and over the pipeline.



Besides the thirty-foot tall pine tree, various structures, large shrubs and agaves with tap roots sit on top or adjacent to the transmission pipeline in violation of national and PG&E Safety Guidelines.

This situation directly contradicts published national and PG&E safety guidelines regarding trees, vegetation, and structures over and near transmission pipelines:

1) US Department of Transportation, Pipeline, and Hazardous Material Safety Administration's "Hazard Mitigation Planning: Practices for Land Use Planning Near Pipelines":

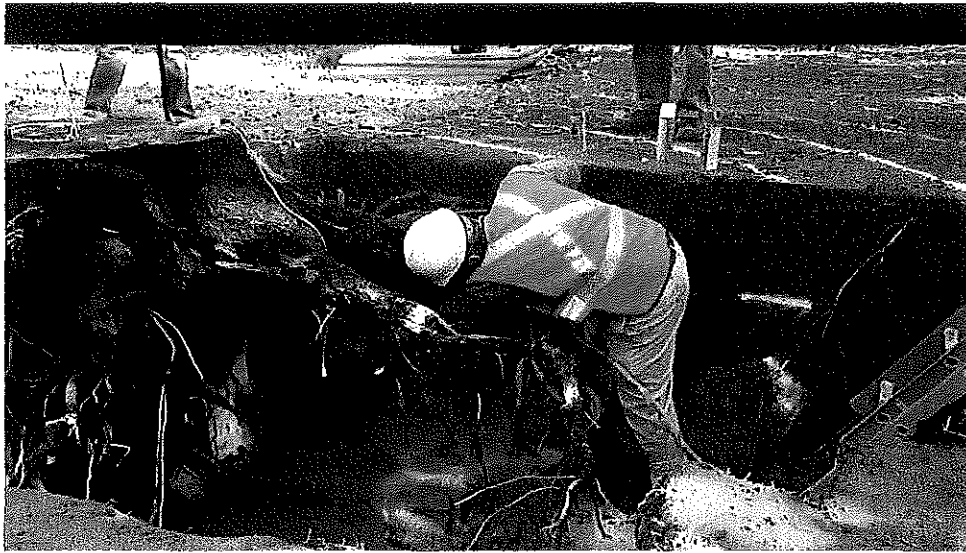
Plan and Locate Vegetation to Prevent Interference with Transmission Pipeline Activities Practice Statement – Trees and other vegetation should be planned and located to reduce the potential of interference with transmission pipeline operations, maintenance, and inspections.

2) PG&E "The Community Pipeline Safety Initiative" Putting Safety First:

Tree roots also pose a safety risk because they can damage the protective coating of underground pipelines—leading to corrosion and leaks.

3) PG&E Right-of-Way Guidelines, "Pipeline Pathways"

This guideline brochure lists "incompatible uses" regarding gas pipelines, including small structures, sheds, trees, concrete or block walls or fences, fence posts, etc..



Example of incompatible vegetation planted within the ROW.

Tree Roots



Example of the impact tree roots can have on a pipeline.

"At locations where pipelines and tree root systems co-exist, there is a high occurrence of tree roots causing damage to the external coating on the pipeline (40 out of 53 sites) (PG&E's "Tree Root Interference Assessment", January 17, 2014)

Exhibit 13

PG&E Natural Gas Pipeline Accidents in California

List of Accidental Ruptures

Since San Bruno Explosion

--Dec. 8, 2016 **Noe Valley, San Francisco, Ca.** 2-inch gas pipeline accidentally **ruptured by third-party contractors working on a new house.** Neighborhood evacuated.

--August 3, 2016, Woodland Hills, Ca. 4-inch natural gas pipeline was **accidentally struck by utility workers** using a **backhoe during excavation activity.** Operator escaped injury but a 40-foot plume of fire took over three hours to put out. Neighborhood was evacuated.

--June 17, 2016, **San Francisco: Miraloma neighborhood** evacuated when **SFPUC crew hit a natural gas line** while installing a new water main. Large gas leak took an hour to cap.

--March 17, 2016, Morgan Hill, CA: 100 people were evacuated or asked to shelter in due to **accidental rupture by private contractor** of distribution gas line **during construction activity.**

--2012 - 2015, Sacramento, CA: Journalist uncovered **six pipeline "strikes" by contractors during a two and one half period that went unreported by PG&E.** One incident included a rupture that went undetected for 48 until the pregnant homeowner smelled gas in her backyard. Experts said a **spark from a water heater would have ignited a deadly explosion.**

--August 26, 2015, San Jose, Ca: Five businesses were destroyed by a **car crash puncturing a natural gas line.**

--April 17, 2015, Fresno, CA: One person was killed and eight people were injured when **excavation activity by a large, earth-moving tractor punctured a 12-inch PG&E transmission gas pipeline** while on a steep slope during excavation. Fireball went 150 feet in the air. One fatality and entire work crew fifty away suffered critical and serious injuries. 400 feet of train tracks were warped by the heat. **Operator error was cited by the state as to the cause of the explosion.**

--March 3, 2014, Carmel, CA: Home exploded due to **PG&E crew working on four-inch gas pipeline** using faulty PGE records. Crew escaped injuries due to standing behind a truck. **PG&E allowed dangerous leak to persist** without calling 911 for 30 minutes, when leak exploded. Crew did not have proper equipment to stop leak; which took one hour to halt. Area not evacuated prior to explosion. House was destroyed. **Shrapnel and debris were hurled into neighboring houses.** People

walking by were showered with debris. Nearby house windows were blown out by shock waves. PG&E fine \$10.8 million dollars.

--Post March 3, 2014, Carmel, CA: **Five pipeline accidents subsequent to the Carmel March 14th explosion "have shaken our confidence in the company's commitment to safety..."**, according to then Carmel mayor Jason Burnett, "despite PG&E's lip service and empty promises." Two examples: **A gas leak at a major hotel took PG&E five hours to respond.** At another hotel, **third-party crews hit a gas pipe** that sent a 20-foot gas cloud into the air. PG&E crews took one hour to stop leak.

--July 13, 2013, Mountain View, CA: **PG&E welding crews accidentally melted an "unmapped" plastic insert in a steel pipe.** Leak forced evacuations. **PG&E recently conceded it has lost 12 years of gas-line paper repair records** for the South Bay.

--January 13, 2012, Rio Vista, CA: **8-inch pipeline exploded** in field.

--June, 2012, Morgan Hill, CA: **Contractor accidentally hit gas distribution pipeline** on Main Street line that caused evacuations due to leak. **PG&E worker was blamed for mistakenly identifying pipeline** as decommissioned.

--October, 2012, Milpitas, CA: **Error in PG&E records caused PG&E replacement crew to accidentally turn off gas valve.** Gas lost to 1,000 homes for 12 hours.

--November 20, 2012, Madera, CA: **Heavy equipment operator accidentally punctured a 12-inch transmission pipeline.** Houses and businesses were evacuated. Adjacent highway shut down for hours.

--August 31, 2011, Cupertino, CA: **Condo gutted after faulty plastic pipeline fitting filled garage with gas.** Six other plastic pipe failures were found near blast site. According to a Wikipedia list of pipeline accidents, PG&E has 1,231 miles of pre-1973 defective plastic pipes that federal regulators have singled out as being at risk of failing. **50 people have died in accidents caused by this type of defective plastic pipe since 1971.**

--Sept. 7, 2011, San Francisco, CA: **Construction crew ruptured a 10-inch gas pipeline at Post and Mason,** shutting down the neighborhood.

--Sept. 9, 2010, San Bruno, CA: High Consequence Area **catastrophic explosion** resulted in **eight deaths, numerous burn victims, 36 houses destroyed.** PG&E's **faulty record keeping, bad welds, response errors - the list goes on - caused catastrophic explosion.**

#####

Exhibit 14

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption
Determination

Dear President Breed and the Board of Supervisors,

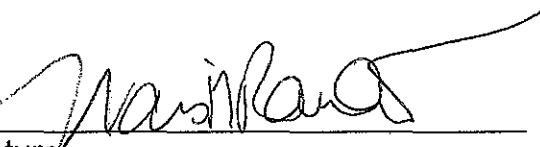
I have lived in Bernal Heights for 21 years and my family has been in San Francisco since 1896. My property is approximately 150 feet SW of the proposed development and does not abut the area.

I am requesting a CEQA review for the proposed projects at 3516 and 3526 Folsom Street for the following reasons:

- There is and should be no vehicular access to this area due to the steepness of the hill.
- The area is and has always been open space. It is inappropriately zoned for housing and has never been developed for the obvious reasons of environmental degradation, inaccessibility, a major natural gas pipeline running under the soil, and inevitable traffic and parking issues.
- Approval of one or both of these houses opens the floodgate for development of a one-way road and a six-unit subdivision with implications for traffic, safety, parking, garbage pick-up, emergency vehicle access, and erosion.
- The developer has no contingency for water damage that property owners below these proposed homes will experience. Water sluices down the steep streets in this neighborhood. The development will alter current natural drainage systems and inevitably require remedial efforts, such as installation of trench drains and regrading of sidewalks and driveways, on the part of homeowners below Powhattan Street.

Common sense dictates a CEQA review to detail the impacts of these issues before moving forward with construction of any kind in the proposed area.

Sincerely,


Signature

Nais M. Raulet

75 Gates Street

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

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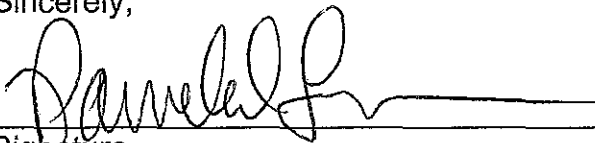
I feel that the above-referenced project should receive a CEQA review. It is not entitled to a Categorical Exemption for the following reasons:

- A six-lot development is planned which warrants an environmental review due to scope.
- Significant impacts on the neighborhood will occur in terms of traffic congestion, parking, safety, sanitation, and emergency response. These need full evaluation prior to proceeding
- The project will affect surface water drainage from Bernal Hill with impacts to soil erosion and to properties down-slope.

I'd also like to take this opportunity to express that the review process for new residential construction building permits is archaic and fractured. Issuing planning and building department approvals before evaluating the feasibility of creating a new street and infrastructure on an extremely steep slope, with limited access and with a major gas transmission pipeline underneath, defies logic. A comprehensive, collaborative review is needed by representatives from relevant City agencies when a proposed development raises multiple major issues from neighbors, experts, and environmental groups.

Thank you for your consideration.

Sincerely,



Signature

Pamela D. LoPinto

75 Gates Street

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

Dear President Breed,

We request a complete, open, and transparent environmental review for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line, Line 132. Line depth has never been determined. It is a major natural gas transmission line like the one that blew up in San Bruno.
- Parking impact and traffic will be similarly negatively affected. No new on-street parking is proposed; parking and traffic for multiple homes near the intersection of Chapman and Folsom will be permanently changed for the worst. The proposed project is a “gateway” for four (4) other sites on the property to be developed. When this occurs the project now becomes a six (6) unit “mini-sub-division”.
- The new proposed street will not be considered an “accepted street” and will require maintenance by existing neighbors who do not want it. Turn-around and access to emergency vehicles is unclear. The proposed houses are almost twice as large as those on the same block or below. These new houses are out of character with the small-scale, semi-rural nature of Bernal Heights. The East Slope Design Review Board has expressed their design concerns and their objections to the project.

Sincerely,


Signature

Name : (Printed) Corrie S. Ewald

address: 76 Gates St. SF CA 94110

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,


Signature

Name : (Printed) P J Ewald

address: 76 Gates St 94110

December 13, 2016

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San Francisco Board of Supervisors
City Hall, Room 244


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Sincerely,


Signature

Name : (Printed) Sophie Arnold

address: 76 Gates St. San Francisco CA 94116

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

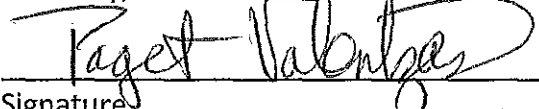
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Sincerely,


Signature

Name : (Printed) PAGET VALENTZAS

address: 386C RICHLAND AVE.
SF, CA 94110

I'm a local and walk on the hill most days.
The thought of construction, noise, leading to
a negative ~~area~~ a new road and marred views
is really distressing. San Francisco has far too little
open space for such a densely populated city.

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,


Signature

Name : (Printed) Erica Tucker

address: 90 WCFR Dr, Springfield VT 05156

I enjoy walking at Bernal + enjoying the views.

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,


Signature

Name : (Printed) Carol Paladino

address: 671 Vernon Oakland CA

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

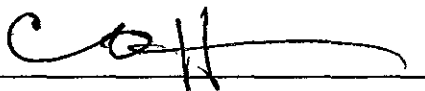
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Sincerely,



Signature

Name : (Printed) Claudine Offer

address: 3585 19th St SF CA 94110

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

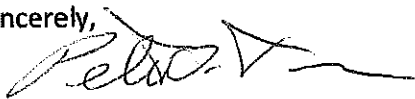
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Sincerely,



Signature

Name : (Printed) PETER S. TANNER

address: 577- 14TH ST SPCA 94103

December 13, 2016

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

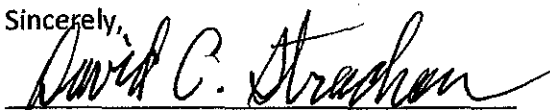
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Sincerely,



Signature

Name : (Printed) DAVID C. STRACHAN

address: 577 14TH ST., SF 94103

(Date) 7/18/16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a complete, open, coordinated and transparent environmental impact review (EIR) for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line 109. Line depth has never been determined. Line 109 is similar to one that blew up in the San Bruno disaster this past decade.
- If approved, heavy earth moving equipment will be travelling over this line for many months. In recent years a cement truck overturned on a nearby street. The area of Upper Folsom is one of the steepest in the City. We fear for public safety in this area.
- Parking impact and traffic will be similarly negatively affected. No new on-street parking is proposed; two garages and driveways currently in use will be rendered un-useable; residents will be unable to park cars needed for work and transportation. Traffic congestion at the corner of Folsom & Chapman, already difficult, will become unmanageable. The proposed project is a "gateway" for four (4) other sites on the property to be developed. When this occurs the project now becomes a six (6) unit "mini-sub-division". The environmental problems will surely, only, get worse.

Thank you, for considering our concerns for opposing the "CatEx" for this project, and, instead determining the need for an EIR.

Sincerely,



Hewellyn Keller

90 Gates St

email: HB Keller@pacbell.net phone (optional) _____

(Date) 7/18/16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
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Sincerely,

Kathryn Brader
Kathryn Brader
90 Gates Street

email: biofeedbackkath@gmail.com phone (optional) _____

(Date) 7/19/16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

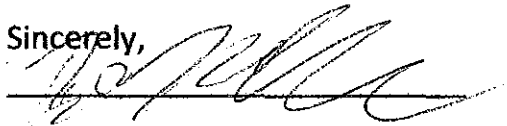
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Thank you, for considering our concerns for opposing the "CatEx" for this project, and, instead determining the need for an EIR.

Sincerely,



Zoe Keiler

email: zoelkeiler@gmail.com

phone (optional) (415) 238-2216

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

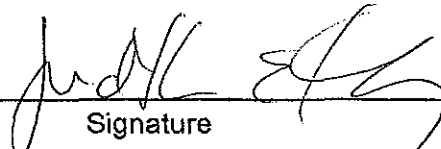
This hilly area of Bernal Heights is known for its twisty and congested narrow streets that create particularly difficult access issues for emergency vehicles, delivery trucks, and construction vehicles. Several fire trucks have gotten stuck in this area. The ultimate future mini-division of six houses will have no on-street parking. The development will be accessed by a proposed street so steep, it will rank among the steepest *in the world* - too steep for emergency vehicle access and many regular vehicles. It is proposed as a dead-end street with no-turn-around at top. Vehicles will have to back down into a blind intersection.

The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,



Signature

Judith Kurtz

Printed name

7/8/16

Date

192 Bocara st

Address

JKURTZ2@mindspring.com

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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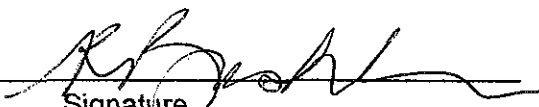
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Sincerely,

 Signature	60 Gates S.F. 94110 Address
Raffi Basklian Printed name	 Email
7/13/16 Date	 Phone number (Optional)

December 13, 201

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

Dear President Breed,

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Sincerely,

Patricia Hughes
Signature

name : (Printed) Patricia Hughes

address: 3577 Folsom St,

SF 94110

December 13, 201.

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

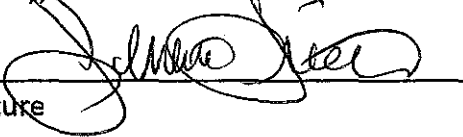
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Sincerely,


Signature

name : (Printed) GENARO LICEA

address: 2 EDNA ST, SF 94112

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,



Signature

name : (Printed) Floyd B Ferguson

address: 780 Rolph St

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

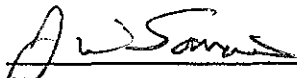
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Sincerely,


Signature

name : (Printed) Jim SARRAIL

address: 3590 20th ST SF CA 94118

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,


Signature

name : (Printed) DOROTHY C. BROWN

address: 200 PUNCE ST. SF 94131

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

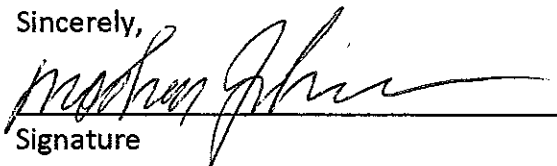
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Sincerely,


Signature

name : (Printed) MASHON JOHNSON

address: 1736 PALOY Ave

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

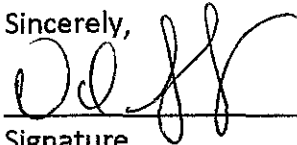
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Sincerely,



Signature

name : (Printed) Dalina Gonzales

address: 765 Anderson St. SF 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

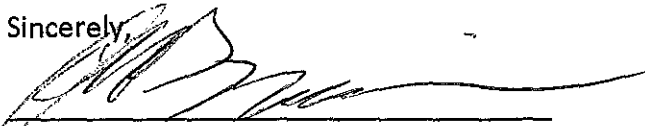
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Sincerely,



Signature

name : (Printed)

Charles Zimmerman

address:

826 Peru Ave SF Ca 94112

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244


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Sincerely,


Signature

name : (Printed) MARK A JOHNSON

address: 2 FLORENCE ST, SF 94124

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



Signature

name : (Printed)

Elvira Batynskiy

address:

325 Buckingham Way, #802
94132,

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

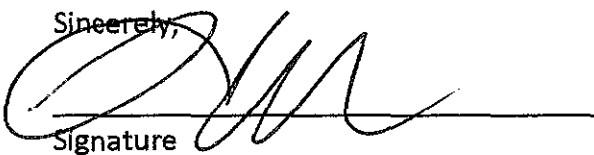
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Sincerely,



Signature

name : (Printed)

Tiffany Arnan

address:

244 Murray

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

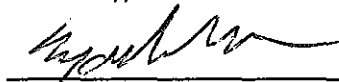
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Sincerely,



Signature

name : (Printed) Mark S Pearson

address: 152 Tolant St #8 S.F. CA 94124

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

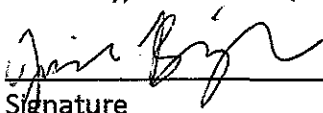
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Sincerely,



Signature

name : (Printed) Jessica Baggins

address: 3031 Wild Ginger Ct. Vacaville, CA 95687

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

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Sincerely,

Naomi Marcus

Signature

name : (Printed) Naomi Marcus

address: 1 Eugenia Ave 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,



Signature

name : (Printed) VICTORIA RUDDICK

address: 259 Chenery St. SF CA 94131

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

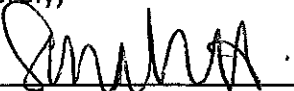
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Sincerely,



Signature

name : (Printed) Sarah Hashemyan

address: 837 Leavenworth St. #201

December 13, 2014

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City Hall, Room 244

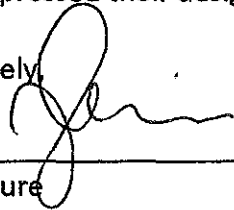
RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

Dear President Breed,

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Sincerely,



Signature

name : (Printed) Doris Chen

address: 364 Eureka St. 94114

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



Signature

name : (Printed) William Corr

address: 35 Bennington SF 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



Signature

name : (Printed) KAREN CARR

address: 35 BENNINGTON, S.F.

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

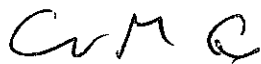
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Sincerely,



Signature

name : (Printed) Catherine Cox

address: PO Box 347333, SF. CA 94134

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,



Signature

name : (Printed) Sharon Cassidy

address: 168 19th Avenue SF

December 13, 2014

**The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244**

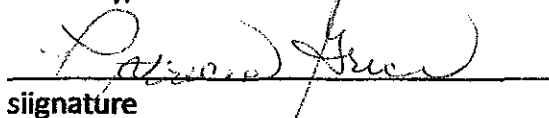
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Sincerely,


signature

name : (Printed) Patricia Grace

address: 343 Banks St SF 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,

Signature

Name : (Printed) Cristina Melero
address: 3607 Folsom St.

December 13, 2014

**The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244**


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Sincerely,



signature

name : (Printed) Monika Perez

address: 300 Virginia Ave.
San Francisco, CA 94110

December 13, 2014

**The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244**

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



Signature

Name : (Printed) ROY SETO

address: 4026 FOLSOM 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

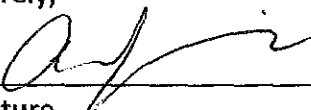
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Sincerely,



Signature

Name : (Printed) Aileen Kim

address: 314 Coleridge St. San Francisco, CA 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

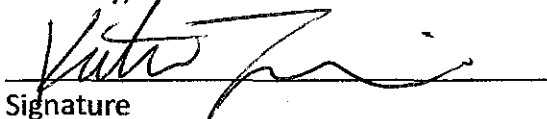
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Sincerely,


Signature

Name : (Printed) Kate Turpin

address: 172 Gates, 94110

December 13, 2014

**The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244**

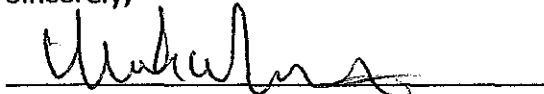
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Sincerely,



Signature

Name : (Printed) MARK FIRESTONE

address: 172 GATES

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244


RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,


Signature

Name : (Printed) Margaret Dehen

address: 3336 25th St SF, CA 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

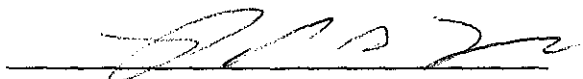
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Sincerely,


Signature

Name : (Printed) Paulo Lopez

address: 3454 18th St. G 4110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

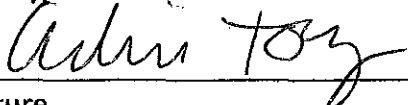
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Signature

Name : (Printed) Adrian Torg

address: 3454 11th St. SF 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

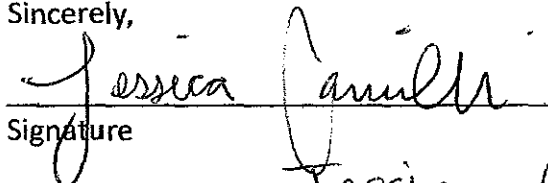
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Sincerely,



Signature

Name : (Printed)

Jessica Camilli

address:

124 Elliot St. SF CA 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244**

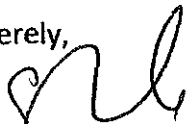
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Sincerely,



Signature

Name : (Printed) SARA STRAND

address: 1191 VALERIA ST. SF CA 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,

Kirsten Quinto

Signature

Name : (Printed) KIRSTEN QUINTO

address: 150 CHAPMAN ST. S.F. 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

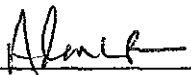
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Sincerely,



Signature

Name : (Printed) ADAM FALLER

address: 68 NEVADA ST

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

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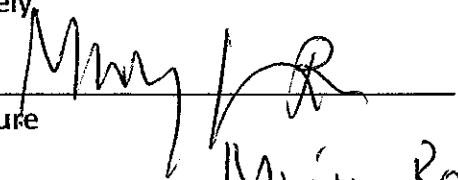
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Sincerely,

Signature

Name : (Printed)

address:


Minny Ross
144 Elsie St SF CA 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

Dear President Breed,

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Sincerely,


Signature

Name : (Printed)

NICOLE A. BONFILIO

address:

144 Elsie St., SF, CA 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



signature

name : (Printed) Masha Lisak

address: 3435 24th St, SF, CA 94110

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

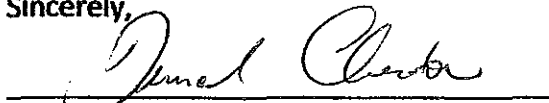
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Sincerely,



signature

name : (Printed) DANIEL CHAI

address: 25 APPLETON AVE, 94110

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

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Sincerely,


signature

name : (Printed)

SAUL REYES

address:

2973 FOLSOM ST

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



signature

name : (Printed) Erin Cox Carr

address: 240 Richland Ave

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,



signature

name : (Printed) LAURIE CATIN

address: 125 RUTLEDGE ST SF CA

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244

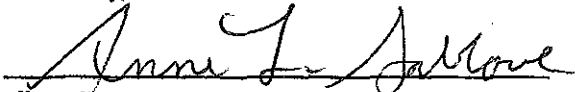
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Sincerely,


signature

name : (Printed) Anne F. Sablove

address: 79 Mirabel Avenue, SF 94110

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244


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Sincerely,


signature

name : (Printed) Azita Ghafourpour

address: 27 Peralta Ave SF 94110

December 13, 2014

The Honorable London Breed, President

San Francisco Board of Supervisors

City Hall, Room 244


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Sincerely,


signature

name : (Printed)

Paula Hewitson

address:

285 Richmond Ave SF 94110

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

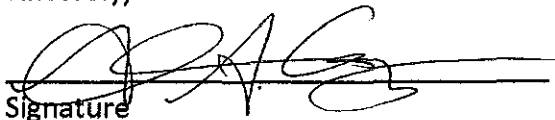
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Sincerely,


Signature

Name : (Printed) LUCIA A. CHAZEN

address: 68 GATES ST SF, CA

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,


Signature

name : (Printed)

Jane Song

address:

425 1st Street, San Francisco CA 94105

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

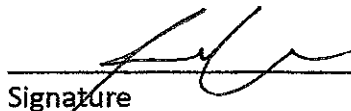
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Sincerely,



Signature

name : (Printed) Ric Chi

address: 618 Bush St, Apt 45, San Francisco, CA 94108

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

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Sincerely,



Signature

name : (Printed) Christopher Lunn

address: 1308 Eddy St. , San Francisco , CA 94115

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,



Signature

name : (Printed) Elaine Liu

address: 908 Corbett Ave. Apt 5 San Francisco, CA 94131

December 13, 2014

The Honorable London Breed, President
San Francisco Board of Supervisors
City Hall, Room 244


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Sincerely,



Signature

name : (Printed) Kathy Z. Collins

address: 388 Chestnut St SF CA 94133

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

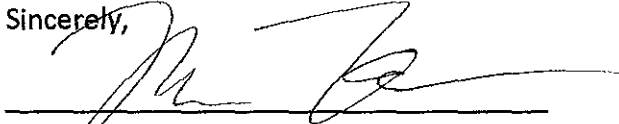
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Signature

name : (Printed) Michael Kirkman

address: 1485 Chestnut St., SF CA 94123

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

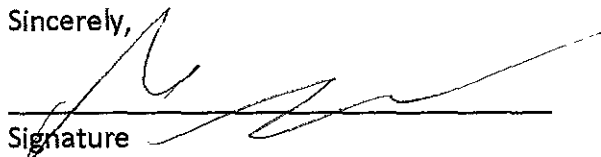
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Sincerely,



Signature

name : (Printed) Sendil Rajendran

address: 2712 Webster St.
SF, CA 94105

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

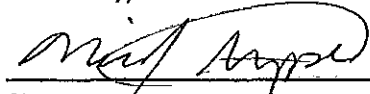
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Signature

name : (Printed) Michael Schupler

address: 2350 Union St, Apt #5, SF CA 94123

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

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Sincerely,



Signature

name : (Printed) Matt Cizle

address: 18 Allen Street, San Francisco 94109

December 13, 2014

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Signature

name : (Printed)

address:

Gail Ma

GAIL MA

901 Cortland

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

RE: 3516 AND 3526 FOLSOM STREET – Appeal of CEQA Categorical Exemption Determination

Dear President Breed,

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Sincerely,



Signature

name : (Printed) Helen Schneider

address: 8 Gladys St.

December 13, 2014

The Honorable London Breed, President
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City Hall, Room 244

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Signature

name : (Printed) Aynar Mon

address: 406 Andover St.

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Sincerely,



Signature

name : (Printed) Melissa Shaw

address: 3 Nebraska Street
SF, CA 94110

December 13, 2014

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Sincerely,



Signature

name : (Printed) Linda Bettencourt

address: 3 Nebogusky ST, SF 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

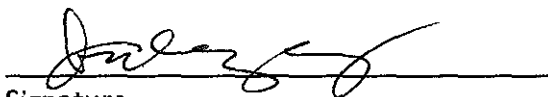
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Sincerely,



Signature

name : (Printed) VICTORIA GONZALEZ

address: 240 ANDERSON ST. SF, CA 94110

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

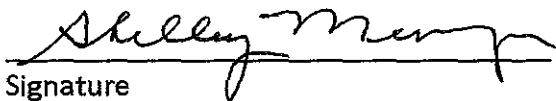
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Signature

name : (Printed) Shelley Menger

address: 240 Anderson St SF 94110

December 13, 2014

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Sincerely,



Signature

name : (Printed) JAMES G. PENDLE

address: 81 GATES STREET

December 13, 2014

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San Francisco Board of Supervisors
City Hall, Room 244

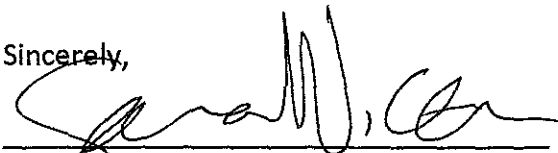
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Sincerely,



Signature

name : (Printed) Sarah Victor

address: 55 Gates St, SE, CA 94110

December 13, 2014

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Sincerely,


Signature

name : (Printed) Raffi Bashlian

address: 60 GATES ST.

December 13, 2014

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Sincerely,



Signature

name : (Printed) MARK HESHER

address: 60 GATES ST SF

Date: 7/13/16

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

These include:

Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.

Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

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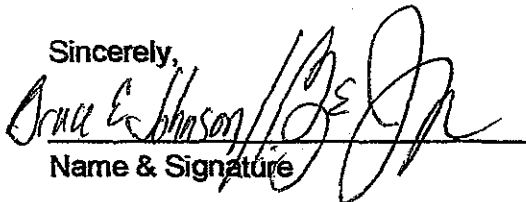
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The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.


There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,


Name & Signature

email:


Address


Date

Date: 7/15/16

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Sincerely,

Nichelle Kaga

Name & Signature

email:

324 MONTGOMERY ST

Address

7-16-16

Date

Date: 7/12/16

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Sincerely,

Ami Guam
Name & Signature
email:

594 20th Ave SF CA 94121
Address

7/13/2016
Date

Date: 7/12/16

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Sincerely,

Nathaniel Gallardo
Name & Signature

322 Prentiss St
Address

7/16/16
Date

email:

Date: 7/12/16

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Sincerely,

Alexis Raymond 
Name & Signature

160 Banks St
Address

4/10/16
Date

email: prinnacity@gmail.com

7-16-16
Date

Date: 7/15/16

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Sincerely,

Erika Dante

Name & Signature

email:

324 NOLTRIE ST

Address

7-16-16

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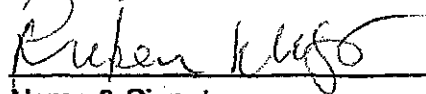
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Name & Signature

email:

324 ALBUQUERQUE ST

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7-16-16

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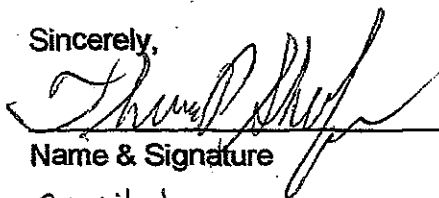
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Sincerely,


Name & Signature
email :

310 MOUTRIE

Address

7/12/16
Date

Date:

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Sincerely,



Name & Signature

email: chris@conway.org
@chris.org

2858 Geronimo St

Address

7/13/16

Date

Date:

7/12/16

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,

 JOHN BANKOVITCH

Name & Signature

Email:

850 VANIPERO VERA BLVD.

Address

7-13-16

Date

Date: 7/13/16

Board of Supervisors

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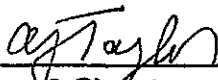
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Sincerely,



Name & Signature
email:

1920 Pine St.

Address

7/13/16

Date

Date: 7/13/16

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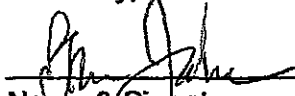
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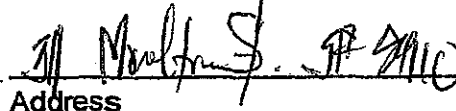
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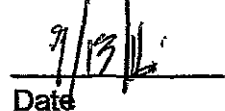
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Name & Signature
email


Address


Date

Date: 7/13/16

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Sincerely,

Name & Signature

email:

Address

Date

310 Monticello St.

7/13/16

Date:

7/13/16

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Sincerely,


Name & Signature

email:

265 Mallon Way
San Francisco CA
Address

Date

12/13/16

Date:

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Sincerely,

Cavie L Zmalkin
Name & Signature

2414 Jones St #69 7/12/16
Address Date

Date:

Board of Supervisors

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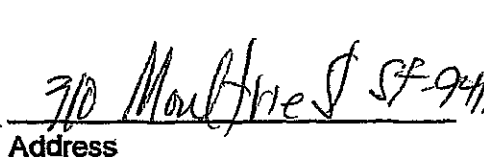
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Sincerely,



Name & Signature

email:

 310 Mountview St SF 94110

Address

 7/6/16
Date

7/9/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a **complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Jessica Jauregui
Name & Signature
JessicaJauregui02@gmail.com
Email

(Occupation: Cortland 833, SF)
2510 High St. Oakland,
CA 94601
Address
07/09/16
Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Ellen Chan

Name & Signature

echan37@gmail.com

Email

1049 Cortland Ave 719 2016

Address

415 374 1990

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Laura Collier 300 Bolana St. #1 7/9/2016
Name & Signature Address Date

Email

Phone (optional)

Date:

Board of Supervisors

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Sincerely,

E1, Gordon (M) Gordon

94117 (08)

7-24-16

Name & Signature

Address

Date

email

Phone

Date:

Board of Supervisors

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Sincerely,

Orly Ozy *enarun.org*
Name & Signature

DT 94127
Address

7/9/16
Date

email ocscw@gmail.com

Phone _____

Date:

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Sincerely,

An Bui, 
Name & Signature

112 Okego Ave
Address

7/9/16
Date

email _____

Phone _____

Date:

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Sincerely,

Thomas Lee

Name & Signature

27721 Ave

Address

9, 2016

Date

email Thomas.Lee164@gmail.com

Date:

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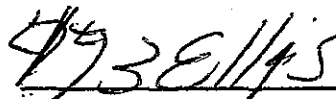
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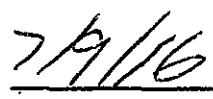
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Name & Signature



Address



Date

email

phone

Date:

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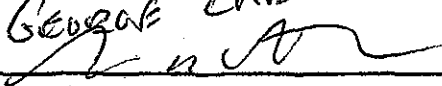
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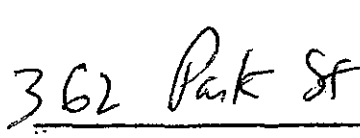
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Sincerely,

GEORGE LAWSTER


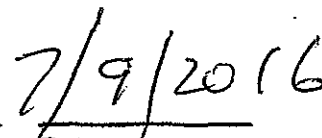
Name & Signature

email _____

362 Park St


Address

phone _____

7/9/2016


Date

Date:

Board of Supervisors

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Sincerely,

LINNEY HAMILTON
Name & Signature

262 VIENNA ST 94112 7/9/16
Address Date

email _____

phone _____

Date: 7/9/16

Board of Supervisors

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Sincerely,

Anne McDonald
Name & Signature

262 Vienna St., 94112
Address Date

email _____

Phone _____

Date:

Board of Supervisors

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Sincerely,


Name & Signature

email _____

94134
220 / Bernal Heights
Address _____ Date 07/09/16

Phone _____

Date:

Board of Supervisors

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Sincerely,

Irene Smith  370 Ashton 7-9-16
Name & Signature Address Date

email alaska.irene
@ yahoo.com phone _____

Date:

Board of Supervisors

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Sincerely,

Verne Smith
Name & Signature

email katblanco@yahoo

370 Ashton Ave
Address

phone _____

7/9/16
Date

Date:

Board of Supervisors

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Sincerely,

JoAnn Yates JoAnn Yates 2106 48th Ave 7/9/16
Name & Signature Address Date
email joannlyates@gmail.com phone 415 242 2466

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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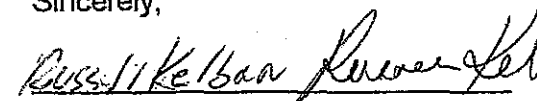
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Sincerely,

	<u>51 Prentiss St.</u>	<u>7/7/16</u>
Name & Signature	Address	Date
<u>russell.kelban@sfcsd.net</u>		
Email	Phone (optional)	

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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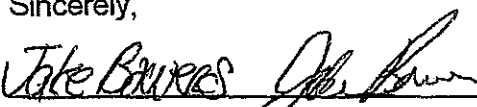

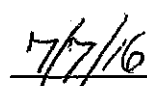

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Name & Signature	Address	Date
		
Email	Phone (optional)	

Date:

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Sincerely,


Name & Signature

email _____

3765 21st St.
Address

7/12/16
Date

phone 970-799-1154

Date:

Board of Supervisors

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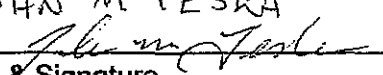
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Sincerely,

JOHN M TESKA


Name & Signature

540 ALABAMA STREET #318 7/6/2016
Address SF, CA 94110 Date

Address 3-Patten st Date 7-13-16
Phone (optional) 415-642-1079

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
mr.ali.shabazz@gmail.com
Email

100 Adelphi Ave SE CA 94140
Address
N/A
Phone (optional)

7/13/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,



Name & Signature

Brown, Michael

Email

133 Highland Ave

Address

San Francisco, CA

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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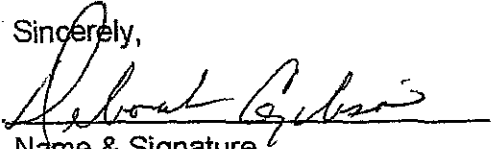
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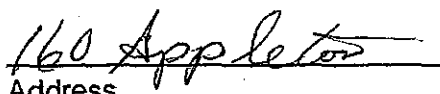
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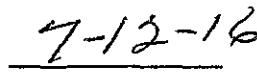
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Sincerely,


Name & Signature
MS.gibson160@gmail.com
Email


Address
415 424 1277
Phone (optional)


Date

(Date) 7-12-16

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a complete, open, and transparent environmental impact review (EIR) for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line. Line depth has never been determined. Line 109 is the same one as the line that blew up in the San Bruno disaster last decade.
- If approved, heavy earth moving equipment will be moving over this line for many months. In recent years a cement truck overturned on nearby street. The area of Upper Folsom is one of the steepest in the City. We fear for public safety in this area.
- Parking impact and traffic will be similarly negatively affected. No new on-street parking is proposed; two garages and driveways currently in use will be rendered un-useable; residents will be unable to park cars needed for work and transportation. Traffic congestion at the corner of Folsom & Chapman, already difficult will become unmanageable. The proposed project is a "gateway" for four (4) other sites on the property to be developed. When this occurs the project now becomes a six (6) unit "mini-sub-division". The environmental problems will surely, only, get worse.

Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,

Heborah Gibson
President
Holly Courts

email: _____ phone (optional) 415-424-1277

(Date) 7-17-16

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a complete, open, and transparent environmental impact review (EIR) for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line. Line depth has never been determined. Line 109 is the same one as the line that blew up in the San Bruno disaster last decade.
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- Parking impact and traffic will be similarly negatively affected. No new on-street parking is proposed; two garages and driveways currently in use will be rendered un-useable; residents will be unable to park cars needed for work and transportation. Traffic congestion at the corner of Folsom & Chapman, already difficult will become unmanageable. The proposed project is a "gateway" for four (4) other sites on the property to be developed. When this occurs the project now becomes a six (6) unit "mini-sub-division". The environmental problems will surely, only, get worse.

Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,



email: Brown, Michelle@gmail.com phone (optional) _____

(Date) 7/13/2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

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Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,

Alex Rivas
135 Highland Ave
S.F. CA. 94110

email: _____

phone (optional) _____

415) 215-5282

(Date) 7-13-2016

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City Hall
San Francisco, CA 94102
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Sincerely,

Reginald Palmer
173 Highland AVE

email: _____ phone (optional) _____

(Date) 7-13-16

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City Hall
San Francisco, CA 94102
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Sincerely,

Joseph Hamilton Cain

email: Joseph.magnus.hamiltoncain@gmail.com phone (optional) _____

(Date) 7-13-16

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San Francisco, CA 94102
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Sincerely,

Betty Hudson
3- Patton St
51716, 94112

email: none phone (optional) 415-642-1079

(Date) 7/13/2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

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Sincerely,

Malik Ali

100 Appleton Ave

S.F. CA. ~~94102~~ 94110

email: malishab72@gmail.com phone (optional) N/A

(Date) 7/13/2016

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

Dear Honorable Members of the Board

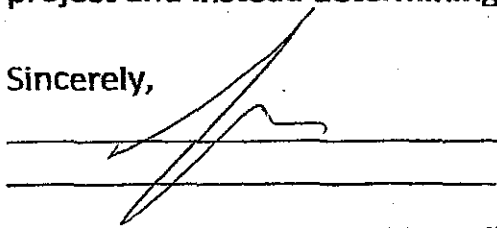
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Sincerely,



email: MR. DESILVA@gmail.com, phone (optional) (415) 9679-771

(Date) 07/13/14

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

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Sincerely,

Jamille Ramo
141 Highland Ave
SE CA 94110

email: Ramirez_Cmp@yahoo.com phone (optional) _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

William Topuz

Name & Signature

Email

152 Appleton, AVE

(Address)
(415) 647-5107

Phone (optional)

7-13-16

Date

(Date) 7-13-16

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

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Sincerely,


16 Appleton Ave
So. Ca 94110

email: _____ phone (optional) _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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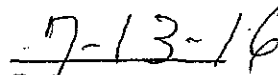
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Sincerely,


Name & Signature


Address


Date

Email

Phone (optional)

(Date) 7/13/2016

San Francisco Board of Supervisors

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Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,

Bethel Carson
155 171 Chapman Av
94110

email: _____ phone (optional) 415-285-8436

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

Name & Signature

Address

Date

Email

Phone (optional)

How dangerous is the situation? Our lives are at stake.

Join us in demanding that the Board of Supervisors require evidence of environmental safety before approving construction on the 3500 block of Folsom Street.

You SHOULD be concerned for your safety and the safety of your neighbors. With a PG&E Gas Transmission Pipeline (similar to San Bruno) at an unknown depth beneath a vulnerable steep hillside, we're worried. Very worried. The designs for 2 homes were approved and given a categorical (rubber stamp) exemption from environmental review. We believe this project and the underlying safety issues require a closer look by experts to convince both officials and neighbors that the project, which involves construction by a private developer, poses no risk to the public.

Join us in urging the Board of Supervisors to require an environmental review before any construction takes place on the street right of way or vacant lots at 3516 and 3526 Folsom Street. (Near the Community Garden) **Why?**

- **A 26" PG&E Gas Transmission Pipeline runs at an unknown depth under the surface of an erosion-prone steep hill.** The neighbors need evidence that National Transportation Safety Board safety guidelines are being vigorously enforced. The result of even a slight mishap would be similar to the San Bruno explosion and could mean loss of lives as well as property. **Construction is a primary cause of pipeline damage.**
- **Any construction at the corner of Folsom and Chapman will require large, heavily loaded trucks to negotiate the difficult intersection at Folsom and Powhattan,** which may or may not be done successfully. If a vehicle gets stuck or needs to back up because it cannot turn around, it must back down Folsom Street, which is, in itself, dangerous. (We have evidence that some emergency vehicles, like the hook & ladder, bottom out on Prentiss St. and are unable to access these homes. Other vehicles lack the power to make it up Prentiss.)
- **Blocking Folsom or Chapman Street in any way eliminates access for some emergency vehicles to all homes and properties north of Chapman Street.** In the past, delays of ambulances and fire trucks have already endangered lives on multiple occasions. Not long ago, a cement truck overturned at the corner of Powhattan and Folsom, blocking the intersection for the day, and a backhoe slid down the hill on the Banks Street right-of way, crushing a parked car.
- **Parking will be an ongoing major problem,** especially if the other 4 vacant lots are developed-a total of 6 lots-imagine if vehicle access to the homes is arduous, 12 or more cars will require street parking on adjacent streets where parking is already scarce.
- Construction of the steep street or sidewalk will cause **excessive water runoff** down the hill.

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,

GAYLE ROSEMOND

Name & Signature

rosemond.gayle

Email

OCCUPATION - CAREGIVER AT 638 BANKS.

540 JONES ST #316

Address

415 527 6581

Phone (optional)

7.9.16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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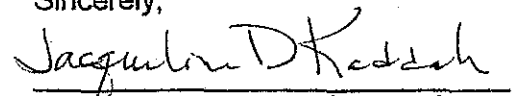

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Sincerely,


Name & Signature

Email Keddahcort1012.com

105 Gates St.
Address

Phone (optional)

7-8-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

KAREEM KADDAH
Kareem Kaddah

Name & Signature

KADDAH@OUTLOOK.COM

Email

105 GATES ST.

Address

7-9-16

Date

Phone (optional)

Date:

Board of Supervisors

Dear Board Members;

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

These include:

Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.

Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.

The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.

The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Jenny Enciso-B

Name & Signature

127 Crescent Ave #B

Address

7/9/16

Date

email Jennyblank@aol.com phone _____

Date:

Board of Supervisors

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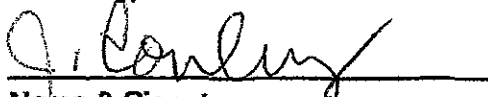
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Sincerely,



Name & Signature

659 Elsworth

Address

7/9/16

Date

email _____

Phone _____

Date:

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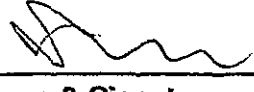
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Sincerely,

 SAM YAMAMOTO 350 ALEMANY BLVD 7/9/16
Name & Signature Address Date
email _____ Phone _____

Date:

Board of Supervisors

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Sincerely,

Magdalena Romero

Name & Signature

2009 Mission St.

Address

07/09/16

Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Andrew Plym
Name & Signature

email _____

22. GLADYS ST.
Address SE, CA 94401
415 826 0830
Phone

9 JUL 2016
Date

Date:

Board of Supervisors

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Sincerely,

 Doris Chen
Name & Signature

364 Eureka St
Address

7/7/16.
Date

email djchen1228@yahoo.com

Phone 310 111

Date:

Board of Supervisors

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Sincerely,



Name & Signature
Henry Fuerte
email _____

1018 Cortland Ave^{#2} 7/9/10

Address
Phone _____
Date

Date:

Board of Supervisors

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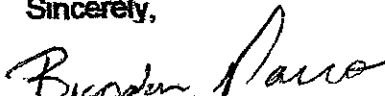
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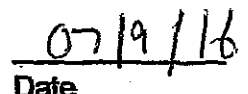
Name & Signature

email



Address

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Date

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Sincerely,

Giovanni Mazzoni
Name & Signature

email _____

Teen Challenge
Address Valencia St.

phone _____

7/9/16
Date

Date:

Board of Supervisors

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Sincerely,


Name & Signature

136 Chester Ave
Address

7/9/16
Date

email Blueyoshi82@hotmail.com phone _____

Date:

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Sincerely,


Name & Signature

ROBERT AVILA

email roav2001@yahoo.com

388 Park St
Address

Phone _____

7/9/16
Date

Date:

Board of Supervisors

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Sincerely,

Name & Signature

Email

Address

Phone

Date



20 Agmon Ave.

7/9/16

Date:

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Sincerely,

John Geller

Name & Signature

email gellerjb@yahoo.com

126 Folsom

Address

phone 415 595 3062

SF
9/13/16

7-9-16

Date

Date:

Board of Supervisors

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Sincerely,

Jane Frester
Name & Signature

1849 Chestnut St
Address

8/9/16
Date

email

phone

Date:

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Sincerely,

Nina Scott
Name & Signature

812 Edinburgh Street
Address

07/09/10
Date

email _____

Phone _____

Date:

Board of Supervisors

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Sincerely,

MANUEL RETA

Name & Signature

364 EVACKA

Address

7-9-16

Date

email manuel.reta@yahoo.com phone _____

Date:

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The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,


Name & Signature

email _____

3785 Farn Hill Blvd 7-9-01
Address

Date

Phone _____

Date:

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

These include:

Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.

Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

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Sincerely,

CHRIS BOWEN 2195 44th AV 7/9/16
Name & Signature Address Date
email _____ phone _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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These include:

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- Hazardous traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.
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There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Rosanne Liggett
Name & Signature
rosanneadana@hotmail.com
Email

125 Gates St.
Address
415-824-6465
Phone (optional)

7/9/16
Date

Specific questions to ask about the Folsom Street PG&E gas pipeline:

— Where are the records for:

- when was this pipeline built?
- what are the pressure limits?
- has PG&E tested this pipeline recently, when? how often?
- has pipeline been tested for possible defects? when?
- is this pipeline considered a high-risk pipeline?
- does PG&E operate this pipeline above the limits set forth in federal law? if so, by how much?

These questions come from reading articles in the Chronicle about the ongoing PG&E/San Bruno trial. (7/9/16) PG&E is accused "of violating federal laws by knowingly failing to inspect pipelines, properly test high-risk lines, and maintain adequate records." PG&E "consistently

10

sacrificed safety for profits."
-- "PG&E was engaged in a "deliberate
and tragic strategy" of annual
cutbacks in safety programs (ie:
replacing old pipelines, fixing defects, etc)

Bernal residents are entitled to
accurate answers to ~~these~~ pipeline
questions on the proposed building
site. The City is responsible for
ensuring the safety of its
building projects. The permits
to build have been given without
proper vetting of the pipeline safety
issues, and the viability of fire
truck accessibility to the proposed
homes. Stop this highly questionable
building project.

Rosanne Liggett
rosanneadana@hotmail.com
415-824-6465

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

Mariah Hirano
Mariah Hirano

Name & Signature
hiranomagic@gmail.com
Email

66 Anderson St
Address SF 94110
Phone (optional)

July 07, 2016
Date

July 5, 2016
Board of Supervisors
City Hall
San Francisco, CA 94102

Dear Supervisors,

I was thoroughly shocked to hear that the construction projects at 3516 + 3526 Folsom St. in San Francisco had been given a categorical exemption from environmental review. How is this possible?! This can't happen in my neighborhood!

There is a 26 inch PG+E gas pipeline in that spot and there are no industry recommended ^{safety} protocols in place!

Does San Bruno ring a bell? My aunt lives there so I know personally the catastrophic effects of gas pipelines gone wrong.

Please assure me and my neighbors that protocols are followed and a complete environmental review is undertaken.

Sincerely,

Molly Nixon
MOLLY NIXON

56 Roscoe St.
San Francisco, CA
94110

mollycnixon@aol.com

July 5, 2016

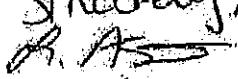
Board of Supervisors
City Hall

San Francisco, CA. 94102

Dear Board of Supervisors:

The planned construction on the 3500 block of Folsom Street is of incredible concern for multiple reasons. I am writing with the strong request of an environmental review of the two construction lots at 3516 and 3526 Folsom Street because of critical safety issues for the residents of this city. The most glaring safety hazard is that a 26 inch PG&E gas transmission pipeline runs under the surface of an erosion-prone hill of the construction site. Even a minor mishap could cause an explosion similar to the explosion in San Bruno. ~~This~~ ^{It} is absolutely appalling that it would be approved without a review. More importantly, construction has been the primary cause of pipeline damage.

Please re-consider this careless construction by reviewing the project before proceeding. Assure me and my fellow San Francisco residents that our safety is of utmost importance.

Sincerely,

Leida Asanuma

315 Elsie St.
SF, CA. 94118
leidaasa@gmail.com

July 7, 2016

President London Breed

c/o Angela Calvillo, Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place - City Hall - Room 244

San Francisco, CA 94102

Dear Supervisor Breed and Members of the Board,

I am a 33 year resident of Bernal Heights and live directly down the hill from the "Project Site" (3526 and 3516 Folsom Street). In fact I live about 50 feet away from it. For the first time I have lived in this neighborhood I am both scared and very worried.

I am scared because if this Project is approved our neighborhood will be subject to a continual barrage and reckless, unsafe intrusion of heavy earth-moving equipment along a 26" major gas transmission line. This PGE major trunk line has not recently been surveyed or fully, completely and thoroughly inspected. Myself, my wife and our neighbors have never been given any assurances of pipeline safety. PGE has shown no records of pipeline inspection; they have shown us no records of how deeply buried this pipeline is; what they do say is "someone will be on site when the digging starts to make sure there are no accidents. I am sorry that is not good enough!!

Honorable members of the Board of Supervisors, we neighbors deserve better! We deserve not to be ignored, shunted to the side and treated as if our fear for public safety, our fear for our homes and our fears for our families health and welfare don't matter. They do matter! This is a serious public safety issue. If there is no fully, complete, and thoroughly transparent and open Environmental Impact Review of the "Project Site". our neighborhood is in grave danger. We could all - all of us elders, adults, and children - be victims of a terrible explosion. Not too long ago a cement truck overturned on a less steep stretch of road just below the "Project Site" while working on a City-sponsored Infrastructure Project. This is the same type of gas transmission line that blew up in San Bruno a few years ago.

I am very scared this is a 198's gas pipeline installed on one of the steepest areas of the City. Heavy earth moving equipment could be travelling over it daily! PGE has shown us no records on the construction, operation and maintenance of this major trunk line! PGE has no definite guidance to show us that the pipeline is both safe and reliable! We can't get a straight answer from anyone in the City government or from PGE

Board Letter
07/07/2016
Case No. 2013.1383E

about who is responsible for the safety of this pipeline, who will show ^{us} evidence of its reliability, and who will show us the facts about its integrity (ability to withstand stress and shock). We have been trying to get answers for almost three (3) years. And what do we get? We get "finger pointing", we get "Kicking the can down the road", we get "not our responsibility"! Can you understand why I am now so fearful - really fearful - of this "Project Site" going ahead without an Environmental Impact Review?

Another problem with not having an Environmental Impact is the terrible parking impact this Project will have. The current driveway - ours at 3574 Folsom - and Patricia Hughes at 3577 Folsom - will be rendered unusable if the Project is approved. We will not be able to effectively park our cars. We need our cars for work and transportation. If we park our cars on the street - Folsom St. or Chapman St. - we are in competition a heavily impacted area. There is already a struggle for parking because a new home is going up at the corner of Folsom and Chapman. That is one more car looking for parking space, our two cars are ^{now} added in to this struggle for parking, and the negative

Board Letter
07/07/2016

-4-
Case No. 2013.1383E

'impact' increases. Where are these 'new' cars going to park? Who do we look to, supervisors, to solve these problems. Traffic density now increases. There is a shortage of parking space to begin with and these new homes - with no provision for on-street parking - only make a bad problem worse!

And consider this: this Project site opens the way for a new road to be built from Folsom and Chapman St. all the way up to the Community Garden. If that road goes in, the owners of the 4 neighboring lots have indicated they will build homes. We would now have six homes not two - with up to 12 cars looking for parking space - not to mention garbage collection and emergency vehicle entrance and turn-around problems.

Honorable members of the Board I hope you will seriously consider granting our Appeal of this Categorical Exemption. I fear for the Public Safety of our neighborhood if the Major Transmission Line is certified "safe and reliable" by some independent panel of experts. There needs to be an independent assessment of the traffic density & impact caused by the Project as well. We want evidence and we want assurance!

HERBERT E. FELGARD

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

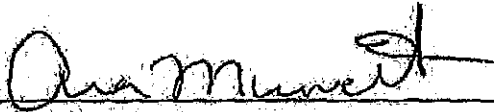
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The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,


Signature

1078 B Hampshire St 94110
Address

Anna Murreit
Printed name

Email

7/7/16
Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Tom Schulz
Signature

105 GATES S.F. 94110
Address

TOM SCHULZ
Printed name

Email

7/7/14
Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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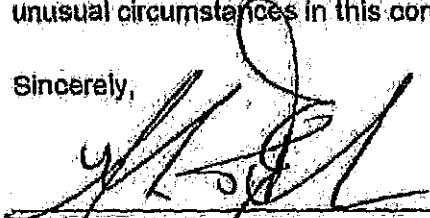
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Sincerely,



Signature

ANDY BRADON

Printed name

7/6/16

Date

SF 94110
70 BANKS STREET

Address

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

<u>Helen Jorgensen</u>	<u>16 W. Unfold ST SF 94116</u>
Signature	Address
<u>Helen Jorgensen</u>	
Printed name	Email
<u>7/7/14</u>	
Date	Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

R. W. Wong
Signature

30 STILLINGS AVE SF 94131
Address

ROGER FONG
Printed name

rfe.ridetiger.com
Email

7/5/2016
Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,


Signature

10 Sussex St SF CA 94131
Address

Admienne Tactas
Printed name

Email

7/16/16
Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Ruth Laskey
Signature

24 A Stillings Ave San Francisco CA 94131
Address

Ruth Laskey
Printed name

rlaskey@yahoo.com
Email

7/5/16
Date

Phone number (Optional)

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Sincerely,



Signature

JONATHAN RUNCO

Printed name

7/6/16

Date

24 A STILWINGS AVE SF CA 94131

Address

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th
The safety of our community is at stake

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

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I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,

Erik Kramvik

Signature

30 Stillings Ave. SF 94131

Address

ERIK KRAMVIK

Printed name

erik@erikdesign.com

Email

7/05/2016

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Kealy Pineda-Mena
Signature

Kealy Pineda-Mena
Printed name

7/6/14
Date

1515 Trout Ave, SF 94110
Address

Kealy@gmail.com
Email

Phone number (Optional)

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Sincerely,

Barbara Tell
Signature

563 Peralta Ave, SF 94110
Address

Barbara Tell
Printed name

Email

7/6/11
Date

Phone number (Optional)

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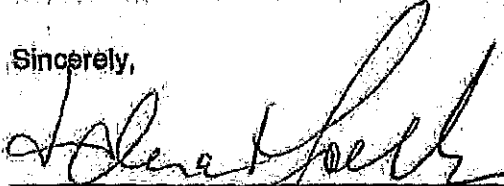
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Sincerely,



Signature

112 Ripley St. #2

Address

Indra Muechoch

Printed name

INDRA415@outlook.com

Email

7/6/16

Date

Phone number (Optional)

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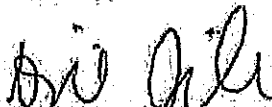
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Sincerely,



Signature

326 Prospect Ave. SF 94110

Address

Abigail Jamunillo

Printed name

Email

7/6/16

Date

Phone number (Optional)

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Sincerely,

Max C. Rinkenberg
Signature

Max C Rinkenberg
Printed name

7/6/16
Date

44 PERALTA SF 94110
Address

Email

Phone number (Optional)

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Sincerely,



Signature

620 PERALTA AVE, SF CA 94110

Address

SHIRLEY YIP

Printed name

Email

7/16/16

Date

Phone number (Optional)

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Signature

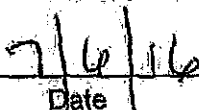


Address



Printed name

Email



Date

Phone number (Optional)

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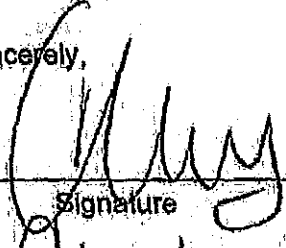
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Sincerely,



Signature
Christina Chavez

Printed name

7/8/16

Date

88 Manchester St. SF 94110

Address

Email

Phone number (Optional)

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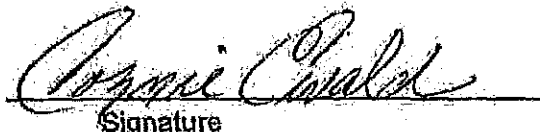
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Sincerely,


Signature

76 Bates St. SF 94110
Address

Corrie Ewald
Printed name

Email

7/5/16
Date

Phone number (Optional)

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Sincerely,

<u>PJ Ewald</u>	<u>76 Gates St 94110</u>
Signature	Address
<u>PJ Ewald</u>	
Printed name	Email
<u>7/5/14</u>	
Date	Phone number (Optional)

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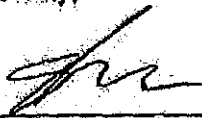
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Sincerely,

 _____ Signature	150 Elmhurst St S.F. CA 94121 _____ Address
Tom Wheeler _____ Printed name	_____ Email
7/5/16 _____ Date	_____ Phone number (Optional)

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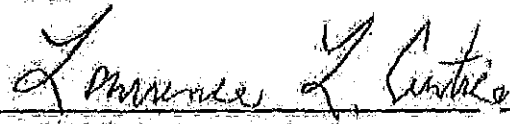
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Sincerely,

	111 Montgomery S-F, 94110
Signature	Address
CURTICE	
LARRY CURTICE	
Printed name	Email
7/5/16	
Date	Phone number (Optional)

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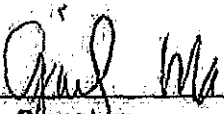
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Sincerely,


Signature

GAIL MA
Printed name

7/5/16
Date

901 CORTLAND . S.F. CA
Address

Email

Phone number (Optional)

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Sincerely,

<u>James Marple</u>	<u>151 ANDERSON SF. 94110</u>
Signature	Address
<u>JAMES MARPLE</u>	
Printed name	Email
<u>7/5/16</u>	
Date	Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th **The safety of our community is at stake**

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

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Sincerely,

Joy Eppel

Signature

185 Anson St SECA

Address

94110

Joy Eppel

Printed name

Email

7/4/16

Date

Phone number (Optional)

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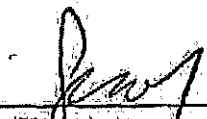
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Sincerely,

 _____ Signature	103 Anderson St SF 94110 _____ Address
GENE GIACOMELLI _____ Printed name	_____ Email
7/4/16 _____ Date	_____ Phone number (Optional)

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Sincerely,

Melinda Kendall

Signature

Melinda Kendall

Printed name

July 4, 2006

Date

Address

Email

Phone number (Optional)

SF 94110

39 Ellsworth St

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Sincerely,


Signature

JOAN SASSO

Printed name

51 Wool St. SF 94110

Address

JSASSO24@SAPGLOBAL.NET

Email

Date

Phone number (Optional)

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Sincerely,

Lothian Forey
Signature

LOTHIAN FOREY
Printed name

7/4/14
Date

1013 Clayton St.
Address

lothianf@sbcglobal.net
Email

Phone number (Optional)

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Sincerely,



Signature

112 GATES ST. SF. 94110

Address

JOHN. D. WEBSTER

Printed name

Email

7/4/16

Date

Phone number (Optional)

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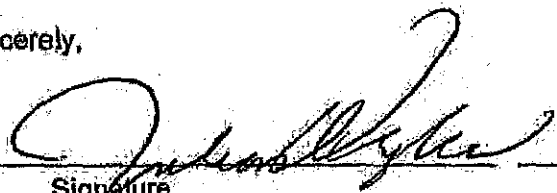
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Sincerely,


Signature

52 Bradford St
Address

JULIAN WYLER
Printed name

Email

7/3/16
Date

Phone number (Optional)

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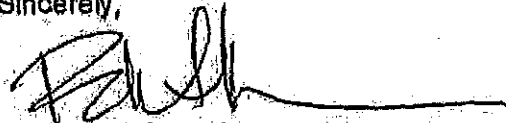
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Sincerely,



Signature

ROBERTA LEVENSON

Printed name

7/3/16

Date

331 RICHMOND, SF 94110

Address

Email

Phone number (Optional)

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Sincerely,

Valerie Graham

Signature

Valerie Graham

Printed name

7/3/16

Date

173 Foote Ave SFCA

Address

Email

Phone number (Optional)

9415

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Sincerely,

Diane R. Alpert

Signature

1295 47th Ave. S.F., CA. 94112

Address

Diane R. Alpert

Printed name

Email

7/3/16

Date

Phone number (Optional)

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Sincerely,

Carol Tolbert
Signature

154 2nd Ave 94118
Address

Carol Tolbert
Printed name

Email

7/31/16
Date

415-221-465
Phone number (Optional)

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Sincerely,


Signature

Miles Folvin
Printed name

7/8/14
Date

HOLLY PARK CIR SF. 94110
Address

MILES@GMAIL.COM
Email

Phone number (Optional)

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Sincerely,


Signature

JENN BAIR
Printed name

7/3/14
Date

11062 DOLORIS ST.
Address

Email

Phone number (Optional)

SF 941

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Sincerely,



Signature

Pamela D. Lo Pinto

Printed name

7/3/14

Date

75 Gates St SF 94111

Address

pamlo@att.net

Email

415 641 0644

Phone number (Optional)

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Sincerely,



Laura Buss

Printed name

7/3/16

Date

Holly Park Civ. 94110

Address

Email

Phone number (Optional)

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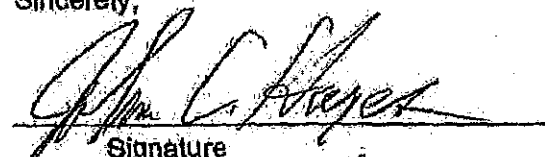
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Sincerely,


Signature

John C Hayes
Printed name

7/3/16
Date

362 Mullen Ave
Address

jchayes362@gmail.com
Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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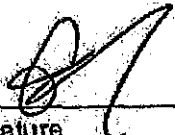
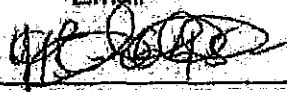
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Sincerely,

	<u>199 193 Majestic Ave. 94112</u>
Signature	Address
<u>Adriana Garcia</u>	<u>adogarcia@gmail.com</u>
Printed name	Email
<u>7/3/16</u>	
Date	Phone number (Optional)

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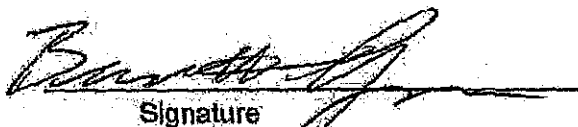
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Sincerely,


Signature

331 RICHMOND ST
Address

Bernadette Hargreaves
Printed name

Email

7/3/14
Date

Phone number (Optional)

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Sincerely,



Signature

Maria Ramos


Printed name

7/3/16

Date

160 Granada Ave 94112

Address



Email

Phone number (Optional)

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Sincerely,

<u>Fran Gensberg</u>	<u>205 Elise St</u>
Signature	Address
<u>FRAN GENSBURG</u>	<u>frangensberg@gmail.com</u>
Printed name	Email
<u>7/3/16</u>	
Date	Phone number (Optional)

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Sincerely,

Linda Ramey
Signature

65 Gates SF 94110
Address

LINDA RAMEY
Printed name

Email

7/3/16
Date

Phone number (Optional)

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Sincerely,

		<i>168 Moultrie St</i>	
Signature		Address	
			
Printed name		Email	
<i>7-2-16</i>		<i>415 829 7088</i>	
Date		Phone number (Optional)	

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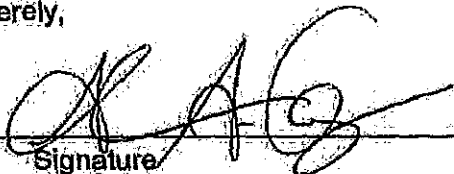
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Sincerely,



Signature

ALICIA MAZEN

Printed name

7-2-16

Date

108 GATES ST.

Address

aamazen@yahoo.com

Email

415-939-4483

Phone number (Optional)

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Sincerely,

Patrick Boyle

Signature

153 E. 18th St

Address

Patrick Boyle

Printed name

Email

6/2/16

Date

Phone number (Optional)

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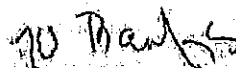
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Signature



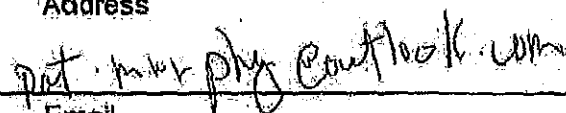
Address



Printed name



Email





Date

Phone number (Optional)

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Patrick Boyle

Signature

153 Eilsworth St

Address

Patrick Boyle

Printed name

Email

6/2/16

Date

Phone number (Optional)

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Sincerely,

Helen Norris
Signature

Helen Norris
Printed name

7/2/16
Date

43 Ellsworth St SF 94110
Address

Email

Phone number (Optional)

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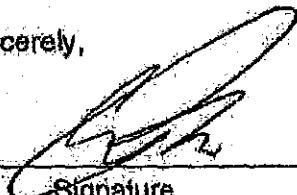
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Sincerely,


Signature

Elias Nash

Printed name

7/3/16
Date

1451 S Van Ness Ave Apt 5 SF, CA 94112
Address

Email

Phone number (Optional)

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Sincerely,


Signature

618 Daight st. 94134
Address

Winston Schultze
Printed name

Email

7/19/16
Date

Phone number (Optional)

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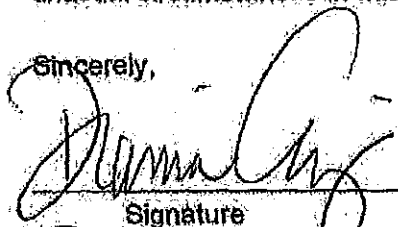
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Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,



Signature

DIANNA M. NSPICKER

Printed name

7/13/16

Date

6018 DWIGHT ST. SF 94134

Address

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th **The safety of our community is at stake**

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

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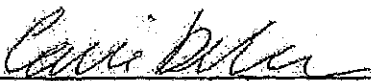
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Sincerely,



Signature

222 Diamond Street, Apt. 1A

Address

Carrie D'Andrea

Printed name

carrie.dandrea@gmail.com

Email

7/5/2016

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Katie Brunett
Signature

1878 Nor St. SF CA 94131
Address

Katie Brunett
Printed name

cuppkate@gmail.com
Email

7/5/16
Date

Phone number (Optional)

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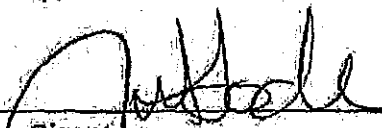
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Sincerely,



Signature

Julie Locke

Printed name

7/5/16

Date

105 Buena Vista Terrace, San

Address
Francisco, CA

julielocke@gmail.com

Email 9411

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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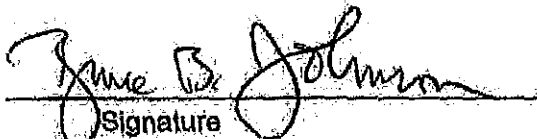
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Sincerely,


Signature

BRUCE B. JOHNSON
Printed name

JULY 4, 2016
Date

311 MOULTRIE STREET
Address

brucejoh@gmail.com
Email

Phone number (Optional)

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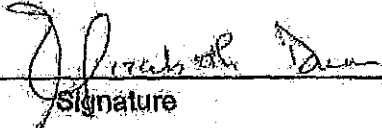
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Sincerely,

 _____ Signature	307 Haight St. _____ Address
ELIZABETH DUNN _____ Printed name	emdu@ceqa.org _____ Email
7/4/16 _____ Date	_____ Phone number (Optional)

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Sincerely,

Kathleen J Phillips

Signature

307 Moultrie St SF CA 94114

Address

Kathleen J Phillips

Printed name

kpsf@comcast.net

Email

7/4/16

Date

Phone number (Optional)

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Sincerely,

<u>Laura Bresler</u>	<u>311 Moultrie St. SF 94111</u>
Signature	Address
<u>Laura Bresler</u>	<u>elbresler@gmail.com</u>
Printed name	Email
<u>July 4, 2016</u>	
Date	Phone number (Optional)

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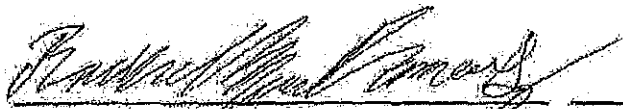
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Sincerely,



Signature

351 Moultrie Street SF, CA 94110

Address

Rachel Dyner-Hamolsky

Printed name

rachel.dh448@gmail.com

Email

07/03/2016

Date

(415) 424-0756

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Toby S. Dyner
Signature

354 Montclair St SF 94110
Address

Toby S Dyner
Printed name

tdyner@gmail.com
Email

July 3, 2016
Date

(415) 218-5015
Phone number (Optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- Hazardous traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.
- The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Patricia Hughes

Patricia Hughes

Name & Signature

Email

3577 Folsom St.

Address *SF CA 94116*

(415) 648-2277

Phone (optional)

July 7, 2016

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Caysa Schauss Bernal Parents Network 42 Peralta

Name & Signature

Address

Date

caysa.schauss@gmail.com

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Leslie Annin
Name & Signature
speach@sbcglobal.net
Email

117 Bernal St
Address

Phone (optional)

7-7-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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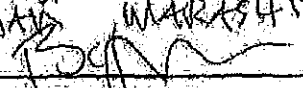
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Sincerely,


Name & Signature
BIJAN.WARASHTI@GMAIL.COM
Email

3325 Folsom St
Address SF, CA 94110
Phone (optional)

7/7/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely, Jane Hundertmark

Jane Hu
Name & Signature
janehundertmark@gmail.com
Email

102 Banks Street
Address
415-717-4648
Phone (optional)

July 5, 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

MICHAEL ORRICK

Name & Signature

Address

Date

Email

Phone (optional)

102 Banks St.

7/5/16

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,



Ray F. Vernazza

Name & Signature
rayver6@hotmail.com

Email

140 Peralta Avenue

Address

07/04/16

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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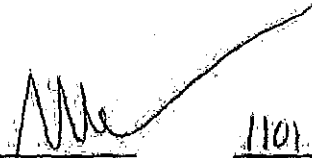
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Sincerely,

Michael Portelli 
Name & Signature
mportelli@outlook.com
Email

1101 Powhattan Ave 5P
Address
415 824 9980
Phone (optional)

7/1/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
Email dburger19@gmail.com

110 Powhattan Ave
Address 415 324 9980 Date 7/4/16
Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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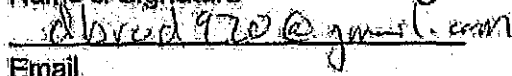
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Sincerely,



Name & Signature



Email

94/110
3599 Folsom st

Address

7/4/16

Date

Phone (optional)

July 1, 2016

Board of Supervisors
City Hall
San Francisco, CA 94102

Dear Board of Supervisors,

I have lived in the diverse, friendly, unique neighborhood of Bernal Heights for over 35 years. We have always felt safe here, despite the sight of a P.G. & E warning sign right outside our front window.

Just this morning P.G. & E workers came by to replace the worn sign with a new one - this time with words: "Warning Gas Pipeline?"

Please allow us the fair consideration of an environmental review. We are a community - children, elders, dogs, workers, home-makers.

The planned development is carelessly and poorly planned - a steep street, congested traffic and the danger of the pipeline - which is at an unknown - or undisclosed depth.

In addition, my husband and I would not be able, after construction of the road, to access our garage. Please! Follow protocol and common sense and allow an environmental review to take place.

Sincerely,
Gail Newman
Gail Newman

3574 Polson St.
S.F., CA 94110
g-newman@comcast.net

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Robin Krup
Name & Signature
krup@redbox.com
Email

935 Geary #208
Address
7-4-16
Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

NATHALIE PAVEN

Name & Signature

Email

1534B SHRAVER ST 7/4/16

Address

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


DIANA S AMODIA, MD

Name & Signature

dsamodia@md@yahoo.com
Email

390 CHAPMAN ST

Address SF CA 94118

Phone (optional)

7/6/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

CHARLOTTE WILLIAMS 390 CHAPMAN ST

Name & Signature

Address

SF 94110

Date

7/6/16

Email

Phone (optional)

COACH CHARLOTTE @

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

gsi@gsi@gmail.com

Email

Address

Phone (optional)

Date

July, 2016
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City Hall, San Francisco, CA 94102

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Sincerely,

Jean K. Gallo

Jean K. Gallo

Name & Signature

Email

1534A Shredder St
Address SF 94117

Phone (optional)

4 July 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Jasie Strassheim in J Strassheim 551 297257 7/8/2011
Name & Signature Address Date
Email: jasie25226@yahoo.com Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
susan@sf@yahoo.com
Email

551 29th St
Address
415 279-8090
Phone (optional)

7/4/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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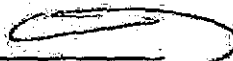
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Sincerely,

Kevin Hussy 
Name & Signature
Kevin@CaliforniaWoodFloor.com
Email

555 24th & SF 94131
Address
Phone (optional)

7/4/16.
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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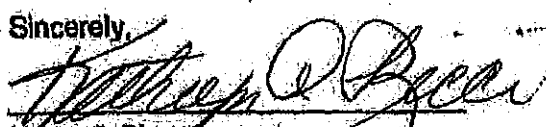
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This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,


Name & Signature
Email CR100168@gmail.com
Address 143 1/2 Ripley St SF 94110
Date 8/3/2016
Phone (optional) Coak

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3626 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

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Sincerely,


LARINA GOARD

Name & Signature

LARINA GOARD

Email

gmail.com

3775 25TH ST SF CA
Address

Phone (optional)

94110
9/4/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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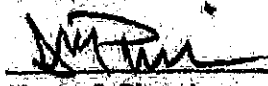
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Sincerely,


Name & Signature
STEVEPICCUS@YAHOO.COM
Email

3580 FOLSOM ST. 94110 07/04/2016
Address Date
Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely, Zepporah Glass
Zepporah Glass
Zepporah Glass

Name & Signature

Zglass28@gmail.com

Email

820 Lawton St.

Address

Phone (optional)

7/5/16.

Date

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

This hilly area of Bernal Heights is known for its twisty and congested narrow streets that create particularly difficult access issues for emergency vehicles, delivery trucks, and construction vehicles. Several fire trucks have gotten stuck in this area. The ultimate future mini-division of six houses will have no on-street parking. The development will be accessed by a proposed street so steep, it will rank among the steepest in the world - too steep for emergency vehicle access and many regular vehicles. It is proposed as a dead-end street with no turn-around at top. Vehicles will have to back down into a blind intersection.

The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,

<u>Nais M Raulot</u>	<u>75 Gata St San Francisco 94110</u>
Signature	Address
<u>Nais M Raulot</u>	<u>raulot@att.net</u>
Printed name	Email
<u>6/30/16</u>	
Date	Phone number (Optional)

July 5, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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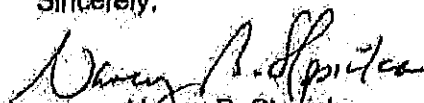
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Sincerely,


Nancy B. Slepicka

608 Peralta Ave., San Francisco
94110

7/5/16

Name & Signature

Address

Date

nrslepicka@gmail.com

217-556-9449

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

HOUSTON TELCHER
Email: CCMAIL.C607

Address

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Cristina Melero 
Name & Signature
cmh2304@yahoo.com
Email

3607 FOLSOM ST
Address
(415) 401-0840
Phone (optional)

7/5/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
cchoe@cityofsf.org
Email

3590 Folsom St
Address
Phone (optional)

7/5/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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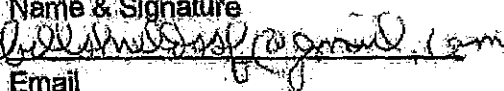
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Sincerely,

WILL SHIELDS

Name & Signature

Email

161 Bernal Street

Address
415-652-6154
Phone (optional)

7-6-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Vincenta Perilli
Vincenta Perilli

Name & Signature

vincenta.perilli@gmail.com
Email

161 Bunker St

Address

415-652-6188

Phone (optional)

July 6, 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

Agustino Porcetti
Name & Signature

Email

454 Brussels
Address

415 468 3259
Phone (optional)

7/6/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature

Email

454 Bernal St
Address
415 4683259
Phone (optional)

7/16/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

RAY CASTRO
Ray Castro
Name & Signature

67 Prentiss ST
Address

415 642-5615
Date *7-2-2016*

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

NICOLA GRIFFIN

Name & Signature

nicolagriffin57@hotmail.com

Email

101 PRENTISS ST.

Address

415 - 518 - 4907

Phone (optional)

Date

7/6/2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- Hazardous traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.
- The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Name & Signature

Email

Address

Phone (optional)

Date



donschaan@sbcglobal.net

117 Brawster St

415-824-4684

July 5, 2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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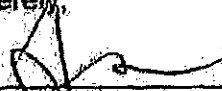
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Sincerely,

Name & Signature


Dutkin98@yahoo.com

Email

Address

131 Mullen Ave
415-246-6263

Phone (optional)

Date

6/6/2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

Email

Address

Phone (optional)

Date

[Handwritten Signature]
131 Millen Ave
SFCA
2/6/16
NUTRITION@GALLOO.COM
gahoo.com

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,



Name & Signature

Email jschimmo40@gmail.com

40 Prentiss St.

Address

415-648-8634

Phone (optional) (before noon)

Date

6/6/16

Date:

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

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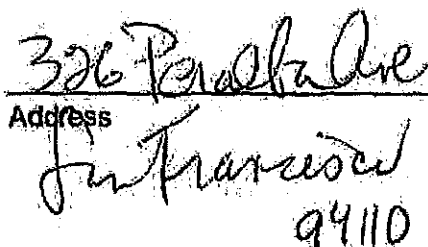
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Sincerely,


Name & Signature


Address


Date

July 5, 2016

Board of Supervisors
City Hall
San Francisco, CA 94102

Dear Supervisors,

I am writing with a **strong request for an environmental review** of the two constructions lots at 3516 and 3526 Folsom Street in San Francisco. These sites have been given a **categorical exemption** from environmental review.


This plot of land, comprised of 6 lots and a street right of way, present significant safety hazards including, the one of most concern to me, which is.....

the construction over a 26 inch PG and E gas pipeline without industry recommended safety protocols in place.

In addition, the heavy equipment and trucks that will be used in construction will be extremely difficult and dangerous to navigate, blocking emergency vehicles to all homes and properties north of Chapman Street.

There are specific NTSB and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

Please take the opportunity to keep San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside.

Sincerely

Luciana Padilla
56 Roscoe St.
San Francisco, CA
94110

July 5, 2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Uriel Legon
Name & Signature
vlegon@sfsu.edu
Email

107 Ellsworth
Address

Phone (optional)

July 5 16
Date

Date: July 6, 2016

Board of Supervisors

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Sincerely,

Janet Silk 
Name & Signature

540 Alabama St #313 7/6/2016
Address Date
San Francisco CA

Date:

Board of Supervisors

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Sincerely,

Jennifer Ewing
Name & Signature *Jennifer Ewing*

540 Alvarado St
Address #304
San Francisco
CA 94110

July 6, 2016
Date

Date:

Board of Supervisors

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Sincerely,

DEBRA WALKER

Name & Signature

Address

540 Alameda #217
SF 94110

Date

7/7/2016

Date:

Board of Supervisors

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Sincerely,


MARC JORDAN

Name & Signature

340 ALABAMA ST

Address

07-06-2016

Date

Date:

Board of Supervisors

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Sincerely,

Mary Alice Salcedo
Name & Signature

Mary Alice Salcedo

29 Holyoke St SF
Address

94134

7.7.16
Date

Date:

Board of Supervisors

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Sincerely,

Name & Signature

DONNA L. LEVY

4th generation

Address

1035 JAMESTOWN

Date

7/7/14

Date:

Board of Supervisors

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Sincerely,

C. Mucchio

Name & Signature

3730 Folsom

Address

7/7/16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Hui Dan Huang

Name & Signature

Huanghui.Dan@Yahoo.com

Email

827 Cortland

Address

415-38-3112

Phone (optional)

7-516

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature

3615 Folsom St.
Address

7-5-16
Date

Email

Phone (optional)

July, 2016
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City Hall, San Francisco, CA 94102

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- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.**
- **The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.**
- **The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.**
- **The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.**

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a **complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,



Name & Signature

Brown@blz22@aol.com

Email

3615 FOLSOM ST

Address

07-05-16

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
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Sincerely,

Name & Signature

Email

Address

Phone (optional)

Date

1208 Bournin

7-5-16

School.org

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

Email

Address

Phone (optional)

Date

3625 Folsom St 9/5/17

thousandst@gnar.com

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

Name & Signature

Deborah Dietz

Email

Address

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

Email

Address

Phone (optional)

Date

Michael Slater
MICHAEL SLATER

ST. BRUNO IN COAL AST. MPT

350 GAFFES ST

415-713-8192

7/5/2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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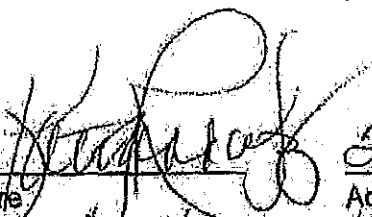
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Sincerely,

Katya Raddatz 
Name & Signature
katyraddatz@comcast.net
Email

250 Gates St.
Address
415-282-8518
Phone (optional)

7-5-2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,


Name & Signature

Email

231 Ellisworth St
Address

Phone (optional)

7-5-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,

Robert M. Asmus
Name & Signature

117 Banks
Address

7/5/16
Date

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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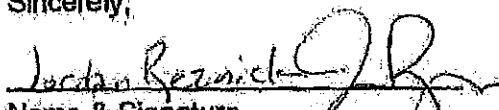
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Sincerely,


Name & Signature
jordanreznick@gmail.com
Email

270 Anderson St
Address
415 757-2312
Phone (optional)

7.6.16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

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Sincerely,

geri smessaert
Name & Signature
geri_99v@gmail.com
Email

901 Tarboe Ave
Address
415-502-2896
Phone (optional)

7-5-16
Date

Date: July 6, 2016

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

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- Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
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There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Leo Germano
Name & Signature

5940 Makara St.
Address

July 6, 2016
Date

P.S. PG&E HAS A BAD SAFETY RECORD

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Robin Talman B. Talman
Name & Signature
rtalman@yahoo.com
Email

42 Nevada St SE 94110
Address
415-726-0633
Phone (optional)
Date 7/6/16

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely, *Ruth Castro*

Ruth Castro
Name & Signature

67 Pfeiffer St.
Address

7-7-2016
Date

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,


Name & Signature
NancyZeches@yahoo.
Email
Com

405 Chapman St
Address
415 760 0503
Phone (optional)

7.4.16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,

Sharon Zechar



Name & Signature

Szezeches@shcglobal.net

Email

1553 Finch Way

Address

408 735 8161

Phone (optional)

7.6.16

Date

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

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Sincerely,

Matthew Evans
Signature

Matthew Evans
Printed name

7-2-16

Date

105 Cortland Ave, SF 94110
Address

matthew.evans@csueastbay.edu
Email

(650) 863-5569

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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Sincerely,



Signature

4964 MISSION ST.

Address

VALERIO PAOLUCCI

Printed name

VALERZ.P @ GMAIL .COM

Email

07 / 07 / 16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Mark West

Signature

214 Flsie St. SF 94110

Address

Mark West

Printed name

Email

7/2/16

Date

Phone number (Optional)

3574 Folsom

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

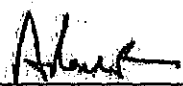
These include:

- **Construction by a private developer over a 28" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- **The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.**
- **The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.**
- **The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.**

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

ADAM FARMER 
Name & Signature
adam.farmer@gmail.com
Email

68 NEVADA ST.
Address

Phone (optional)

7/5/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Rachel Holt 
Name & Signature
holt.officials@gmail.com
Email

68 Nevada St.
Address
Phone (optional)

7/5/16
Date

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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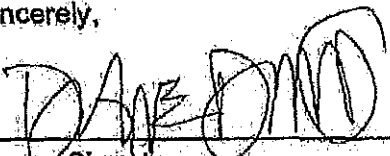
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Sincerely,


Signature

DIANE DOLLHOFF
Printed name

7/2/16
Date

176 WOOD ST SF CA 94110
Address

~~LOL@SF~~
Email


Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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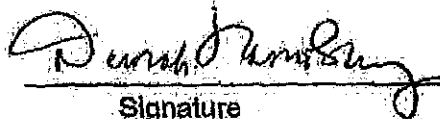
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Sincerely,


Signature

354 Moritz St SF, CA 94110
Address

Deborah Hamolsky
Printed name

dehamolsky@gmail.com
Email

4.3.16
Date

Phone number (Optional)

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Sincerely,

Miriam R. Hestru
Signature

MIRIAM R HESTRU
Printed name

July 3-2016
Date

828 Cortland Ave
Address

Email

Phone number (Optional)

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Sincerely,

Signature

Address

Printed name

Email

Date

Phone number (Optional)

Amy Yang 2 Cortland, SF CA 94110
Amy Yang amymayyang@gmail.com
July 3 2016

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Sincerely,

Kathleen Kaiser

Signature

Kathleen Kaiser

Printed name

7-3-16

Date

201 Elsie

Address

rkaiser940@comcast.net

Email

415-826-4577

Phone number (Optional)

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Sincerely,



Signature

Matthew Zimmerman

Printed name

7/2/16

Date

6 Gladys St San Francisco 94116

Address

mzimmerman@sf.gov

Email

Phone number (Optional)

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Sincerely,

THA. EBERSOLD

Signature

TOM EBERSOLD

Printed name

7/2/16

Date

99 BRONTE SF 94110

Address

Email

Phone number (Optional)

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Sincerely,

Dana Roze
Signature

DANA ROZE
Printed name

7/2/16
Date

559 VALENCIA SF CA
Address

Email

Phone number (Optional)

94110

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Sincerely,


Signature

209 GATES ST. SF CA 94110
Address

OLIVER MULLARNEY
Printed name

OMULLARNEY@GMAIL.COM
Email

7/2/2016
Date

Phone number (Optional)

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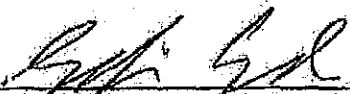
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Sincerely,



Signature

76 Gates St. San Francisco CA 94116

Address

Sophie Fernald

Printed name

Email

7/2/16

Date

Phone number (Optional)

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Sincerely,

Linda Weiner

Signature

72 Gates St

Address

Linda Weiner

Printed name

lw5872@gmail.com

Email

7/2/16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

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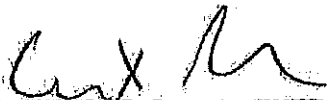
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Sincerely,



Signature

Casey Burns

Printed name

7/2/2016

Date

515 Gates St, San Francisco, CA 94110

Address

Casey.burns@gmail.com

Email

Phone number (Optional)

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Sincerely,


Signature

Stephanie Rivera
Printed name

7/19/16
Date

3870 24th St. B SF, CA 94114.
Address

stephanie.rivera@gmail.com
Email

202-422-4234
Phone number (Optional)

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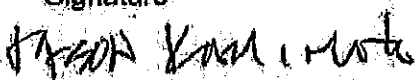
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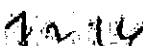
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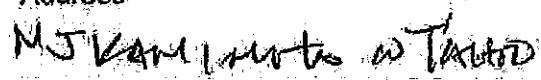
Signature


Printed name



Date



Address


Email

Phone number (Optional)

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Sincerely,

Seth Close

615 MOUTRIE ST.

Signature

SETH CLOSE

Address

seth.close@gmail.com

Printed name

7/2/2016

Email

Date

Phone number (Optional)

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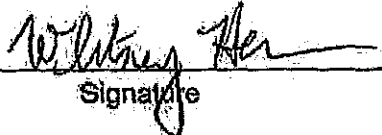
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Sincerely,

 Signature	<u>1001 Tompkins Ave, San Francisco 94110</u> Address
<u>Whitney Heaver</u> Printed name	 Email
<u>7/2/16</u> Date	 Phone number (Optional)

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Sincerely,

Signature

Address

Printed name

Email

Date

Phone number (Optional)

Joseph B. Dougherty 24 GLADYS ST. 94110
JOSEPH B. DOUGHERTY
2 July

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Sincerely,


Signature

Jason Yashinsky
Printed name

7/1/2016
Date

545 Ellsworth
Address

jyashinsky@gmail.com
Email

Phone number (Optional)

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Sincerely,

Sandra Rocha

Signature

1143 capp st

Address

94110

Sandra Rocha

Printed name

Email

7 - 2 - 20016

Date

Phone number (Optional)

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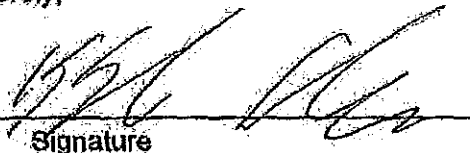
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Sincerely,


Signature

Kyle Salasko
Printed name

7/2/16
Date

50 Peralta Ave 94110
Address

Ksalasko@gmail.com
Email

Phone number (Optional)

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Sincerely,


Signature

Joya Ann
Printed name

7-2-16
Date

359 Montic St, San Francisco 94116
Address

Email

Phone number (Optional)

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Sincerely,

<u>C. D'Alexandaro</u>	<u>131 Prentiss St. SF CA. 94110</u>
Signature	Address
<u>Christine D'Alexandaro</u>	
Printed name	Email
<u>7/2/16</u>	
Date	Phone number (Optional)

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Sincerely,



Signature

S. SALASCO

Printed name

7/2/16

Date

60 Peralta Ave., 94116

Address

Isabelleff@yahoo.com

Email

Phone number (Optional)

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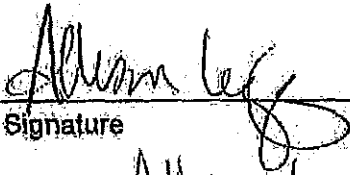
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Sincerely,

 Signature	88 ELSIE ST. 94110 Address
Allison Leary Printed name	lcarey@allisonleary.com Email
July 2 2010 Date	 Phone number (Optional)

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Sincerely,



Signature

22 Elsie St. 94110

Address

Alex Clements

Printed name

clements alexandrea@gmail.com

Email

7/2/16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 100 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

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Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,



Signature

292 Crescent Ave SF

Address

Ruth Scotti

Printed name

rscotti@gmail.com

Email

7/2/2016

Date

Phone number (Optional)

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Sincerely,

Eugene Monaghan
Signature

993 Boursels St., San Francisco, CA
Address

Eugene Monaghan
Printed name

E. Monaghan 2011 @ Yahoo.com
Email

07/02/16
Date

415-6975583
Phone number (Optional)

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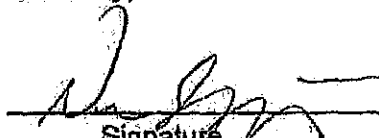
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Sincerely,



Signature
NICOLE INFUESTA

Printed name

505 San Jose Ave

Address

Email

7/2/16

Date

Phone number (Optional)

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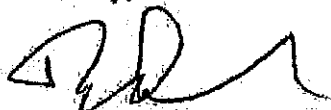
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Sincerely,



Signature

CHAMBERS

DAVID Chambers

Printed name

7/2/16

Date

685 SAN JOSE AVE

Address

DAVID@ROCKMOUNTKEY.NET

Email

Phone number (Optional)

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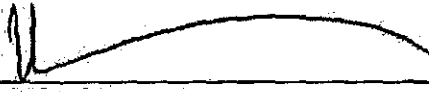
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Sincerely,



Signature
Ken Volpe

Printed name
7/2/16

Date

242 Athens St

Address
kenvolpe@yahoo.com

Email
415 - 235 - 2617

Phone number (Optional)

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Sincerely,

Hannah Kahn
Signature

540 Alabama St.
Address

HANNAH KAHN
Printed name

hannah.kahn@att.net
Email

7/2/16
Date

Phone number (Optional)

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Sincerely,


Signature

Amy M. HASH
Printed name

7/2/16
Date

1317 Kansas St.
Address

machnak@hotmail.com
Email

Phone number (Optional)

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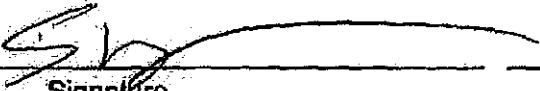
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Sincerely,

	782 Sweeney S.F. 94134
Signature	Address
Stuart Washington	
Printed name	Email
7/2/16	
Date	Phone number (Optional)

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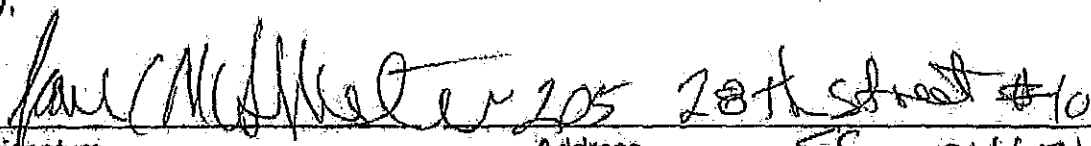
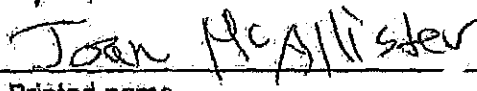
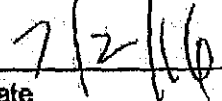
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Sincerely,

	
Signature	Address
	205 28th Street #10 SF 94131
	
Printed name	Email
	
Date	Phone number (Optional)

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Sincerely,



Signature
Florentine Rutaganira

Printed name

7/2/2016

Date

1071 Natoma Street

Address
frutaga@gmail.com

Email

Phone number (Optional)

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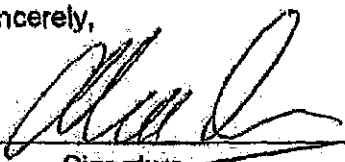
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Sincerely,

	<u>1724 Burkhead St</u>
Signature	Address
<u>Alex Orr</u>	<u>akka20@hotmail.com</u>
Printed name	Email
<u>07/02/16</u>	
Date	Phone number (Optional)

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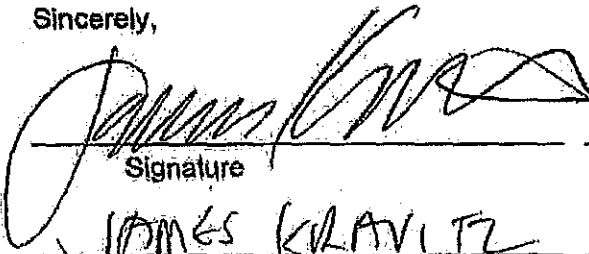
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Sincerely,

	7007 3RD ST SF 94107
Signature	Address
JAMES KRAVITZ	wchwk-ochvisn@yahoo.com
Printed name	Email
7/2/16	
Date	Phone number (Optional)

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Sincerely,



Signature

Andrew Fager

Printed name

7-2-16

Date

644 27th Ave

Address

Email

Phone number (Optional)

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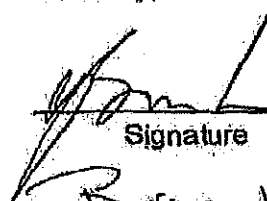
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Sincerely,

	437 Jerses
Signature	Address
Brian Vohn	privatebrianwilliam@gmail
Printed name	Email
7/2/14	
Date	Phone number (Optional)

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Sincerely,

 _____ Signature	<u>322 Madrid St</u> _____ Address
<u>Julio S. Larreynaga</u> _____ Printed name	_____ Email
<u>7/2/16</u> _____ Date	_____ Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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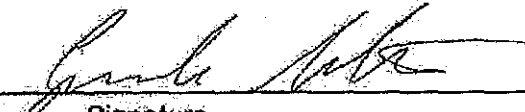
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Sincerely,


Signature

1111 PINE ST.
Address

GIANLUCA MARTINI
Printed name

GIANLUCA.MARTINI@SF.GOV
Email

07/02/2016
Date

Phone number (Optional)

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Sincerely,



Signature

1071 Naba St

Address

Chris Noury

Printed name

christopher.noury@sfed.org

Email

7/2

Date

Phone number (Optional)

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Sincerely,


Signature

630 OAK STREET
Address

S. ALDEN CONANT
Printed name

Email

7/2/16
Date

Phone number (Optional)

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Sincerely,


Signature


Printed name

7/7 -16
Date

630 Oak St
Address

Email

Phone number (Optional)

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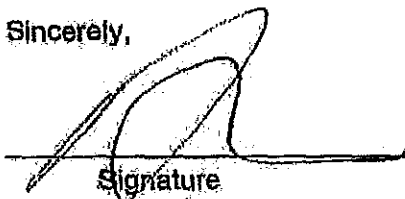
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Sincerely,


Signature

DAISY LINDEN
Printed name

7/2/16
Date

260 SANJOSE AVE #202, SF CA 94110
Address

daisy.linden@gmail.com
Email

Phone number (Optional)

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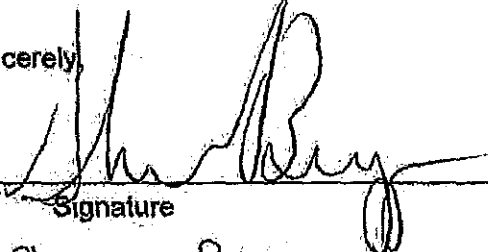
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Sincerely,

Signature

191 Beaumont Ave
Address

Shann Briggs
Printed name

Email

7/2/16
Date

Phone number (Optional)

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Sincerely,



Signature

HEIDI LANGIUS

Printed name

7/2/16

Date

242 Athens St, SF 94112

Address

langius@mac.com

Email

Phone number (Optional)

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Sincerely,

 _____ Signature	1724 Burrass St San Francisco _____ Address
Natalie Orr _____ Printed name	nadmeyers01@gmail.com _____ Email
7.2.16 _____ Date	_____ Phone number (Optional)

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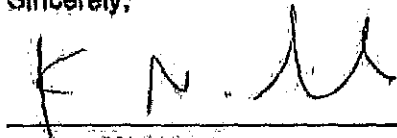
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Sincerely,



Signature

Katherine Nichols

Printed name

7.2.16

Date

49 B. SW 1st St. #2

Address

Email

Phone number (Optional)

SF, CA
94112

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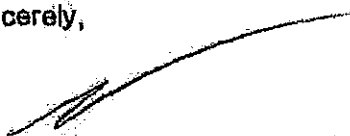
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Sincerely,

	<u>150 CHAVEZ AVE, 94127</u>
Signature	Address
<u>A. Glikshtern</u>	
Printed name	Email
<u>7-2-2016</u>	
Date	Phone number (Optional)

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Sincerely,



Signature

601 O'Farrell Street 94109

Address

CHIARA MARTINI

Printed name

martini.chiara@hotmail.it

Email

07/02/2016

Date

415-5396564

Phone number (Optional)

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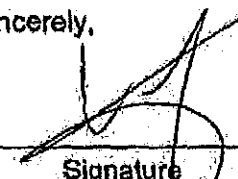
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Sincerely,


Signature
Gene Vorobeyov

Printed name

07/02/16

Date

197942nd Ave

Address

Email

Phone number (Optional)

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Sincerely,



Signature

644 27th Ave SF CA 94121

Address

Carole L. Fager

Printed name

Email

7/2/16

Date

Phone number (Optional)

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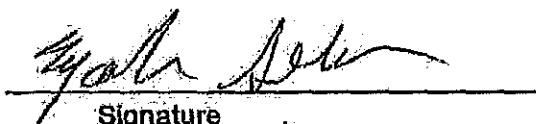
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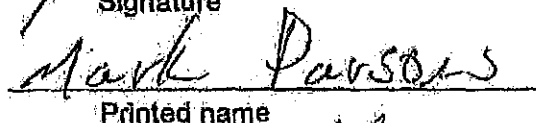
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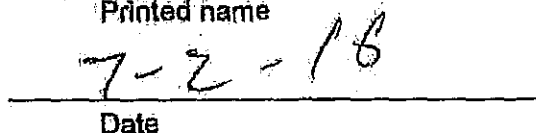
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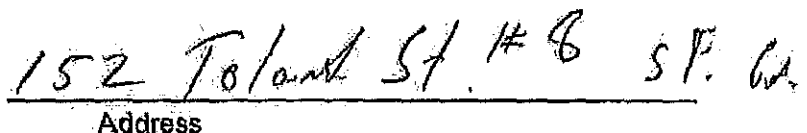
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Sincerely,


Signature


Printed name


Date


Address

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th **The safety of our community is at stake**

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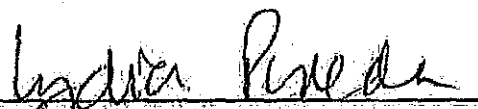
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Sincerely,

 _____ Signature	437 Jersey _____ Address
Lydia Pineda _____ Printed name	_____ Email
7/2/2016 _____ Date	_____ Phone number (Optional)

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Sincerely,

 _____ Signature	<u>35 Rome St. S.F. 94112</u> _____ Address
<u>Yara Jiang</u> _____ Printed name	_____ Email
<u>7/2/16</u> _____ Date	_____ Phone number (Optional)

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Sincerely,



Signature

Jesse Robles

Printed name

7/2/16

Date

20 Cotter St. SF 94112

Address

jrobles@gmail.com

Email

Phone number (Optional)

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Sincerely,

Leticia Whitebone

Signature

140 Thrift St

Address

Leticia Whitebone

Printed name

Email

7/2/16

Date

Phone number (Optional)

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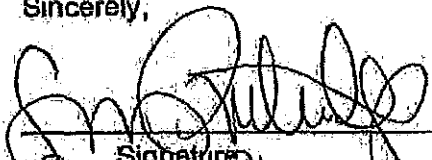
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Sincerely,



Signature
Sean M. Phetridge

Printed name
7/2/16

Date



Address
mcphe@nidge@gmail.com

Email

Phone number (Optional)

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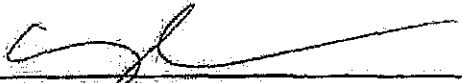
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Sincerely,



Signature

6 Gladys St SF CA 94116

Address

Carolyn Coombs

Printed name

Email

7/2/16

Date

Phone number (Optional)

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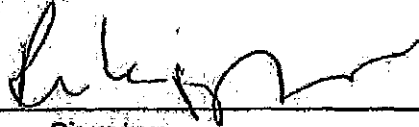
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Sincerely,



Signature

ROBERT MANN

Printed name

1/2/2018

Date

445 DARLEN WAY SF 94127

Address

RJMerlot@gmail

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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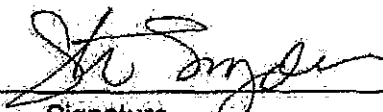
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Sincerely,


Signature

Steve Snyder
Printed name

7/2/16
Date

445 Dorica Way, SF CA 94127
Address

Steve Snyder Stevensny@gmail.com
Email

Phone number (Optional)

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Sincerely,



Signature

577-14TH ST. SF 94103

Address

DAVID STRACHAN

Printed name

strachandc@gmail.com

Email

7/2/16

Date

Phone number (Optional)

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Signature

Eoghra McKeown

Printed name

07/2/2016

Date

736 Grandview Ave

Address

Email

Phone number (Optional)

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Sincerely,

Signature

Address

Printed name

Email

Date

Phone number (Optional)

251 Frederick

PETER VAN HARTENBERG

July 2nd

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Donna Hayes

Signature

Donna Hayes

Printed name

7/3/14

Date

362 Muller Ave S.F. 94110

Address

dh

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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BERNAL HEIGHTS. DON VISHNU
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Sincerely,


Signature

22 ELSIE ST

Address

Patrick Ferrance

Printed name

MODJSHERRER@GMAIL.COM

Email

7/1/16

Date

Phone number (Optional)

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Sincerely,

	61 GATES ST 94110
Signature	Address
MAILYN WATERMAN	review@yahoo.com
Printed name	Email
7/2/16	650-387-9918
Date	Phone number (Optional)

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Sincerely,

	90 GATES ST SF 94112
Signature	Address
LLEWELLYN B. KELLER	lbkeller@pzbcell.net
Printed name	Email
7/2/16	415-290-8024
Date	Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th

The safety of our community is at stake

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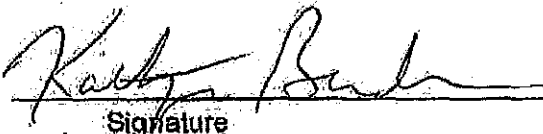
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Sincerely,


Signature

Kathryn Bender
Printed name

7/2/2016
Date

90 Gates St
Address

biofeedbackkath@gmail.com
Email

Phone number (Optional)

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Sincerely,


Signature

Christina Smith
Printed name

1/2/16
Date

284
200 Cortland Ave San Francisco Ca 94110
Address

Email

9065190230
Phone number (Optional)

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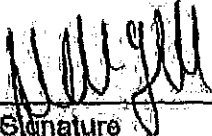
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Sincerely,


Signature
Holly McDell
Printed name
7/13/16
Date

21 Tutnam St, CA 94110
Address
HMCDELL@GMAIL.COM
Email

Phone number (Optional)

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Sincerely,

Leoncio B Santos

Signature

Leoncio B Santos

Printed name

7-3-16

Date

662 BELLWORK TR

Address

lsantos56@yahoo.com

Email

Phone number (Optional)

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Sincerely,

Cecilia Santos
Signature

Cecilia Santos
Printed name

7/4/16
Date

662 El Sante St
Address

SF - CA - 94110
Email

cecilia.santos@shcglobal.net
Phone number (Optional)

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Sincerely,

Paul O'Leary
Signature

21 Cortland Ave San Francisco CA 94111
Address

Paul O'Leary
Printed name

Email

7/9/2016
Date

Phone number (Optional)

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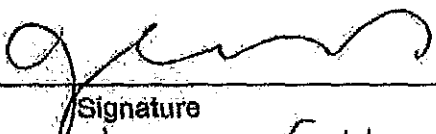
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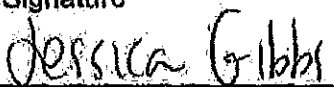
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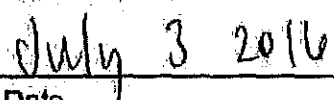
Sincerely,




Signature



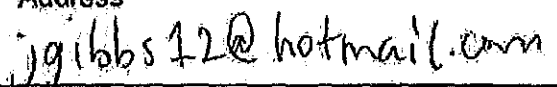
Printed name



Date



Address



Email

Phone number (Optional)

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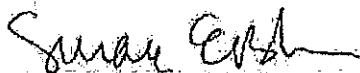
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Sincerely,



Signature

149 Rev. St SF 94112

Address

Susan Ershler

Printed name

ershler@comcast.net

Email

7-2-14

Date

Phone number (Optional)

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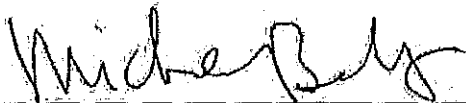
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Sincerely,



Signature

Michael Beattie

Printed name

7-2-16

Date

225 Crescent Ave

Address

mrmbeattie@gmail.com

Email

Phone number (Optional)

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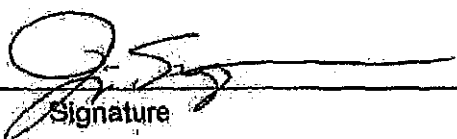
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Sincerely,


Signature

Jia Song Wu
Printed name

2143 18th Ave. SF. 94116
Address

Kathy 1028 @ Kalia.com
Email

Date

Phone number (Optional)

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Sincerely,

Judith Albano
Signature

Judith Albano

Printed name

07-02-16

Date

55 CHICAGO WAY SAN FRANCISCO CA
Address 94112

Email

Phone number (Optional)

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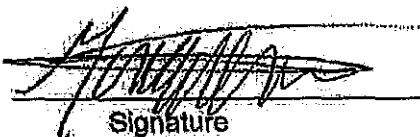
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Sincerely,


Signature

Monique Cisneros
Printed name

7/2/16
Date

1266 87anyandstreet Apt 2
Address

mlc297@yahoo.com
Email

Phone number (Optional)

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Sincerely,



Signature



Printed Name



Date



Address



Email



Phone number (Optional)

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Sincerely,

 Signature	845 Pine St., Apt. A Address
S. Williams Printed name	 Email
7/2/16 Date	 Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,


Signature

243B Miramar Ave, San Francisco, CA
Address 94112

Carolina McCandless
Printed name

carolina@zesty.com
Email

7/12/16
Date

Phone number (Optional)

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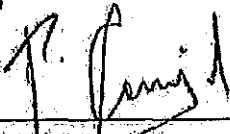
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Sincerely,



Signature

Paola Carvajal

Printed name

7/21/2016

Date

103 Holly Park Cir

Address

paola.carvajal@gmail.com

Email

Phone number (Optional)

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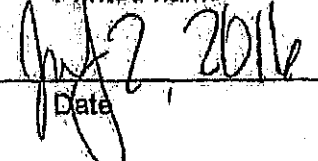
Sincerely,



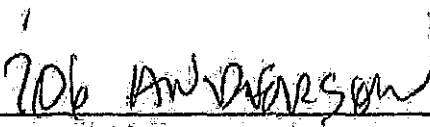
Signature



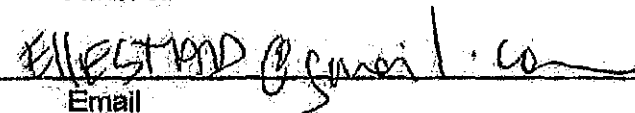
Printed name



Date



Address



Email

Phone number (Optional)

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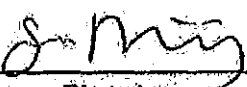
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Sincerely,


Signature

Sophie Minnig
Printed name

7.2.2010
Date

105 Cortland Ave, San Francisco, CA 94110
Address

sophie.minnig@gmail.com
Email

Phone number (Optional)

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Sincerely,

Alfonso DAlessandro
Signature

131 PRETIS ST. 94110
Address

ALFONSO DALESSANDRO
Printed name

Email

7/2/16
Date

Phone number (Optional)

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Sincerely,

Wilson

Signature

Wilson West cepo

Printed name

7-2-16

Date

1341 Mullen Ave, SF 94110

Address

WWestcepo@gmail.com

Email

954-696-5576

Phone number (Optional)

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Sincerely,



Signature

Deborah Gerson

Printed name

July 2, 2016

Date

117 Banks St. SF. 94110

Address

dgerson646@gmail.com

Email

Phone number (Optional)

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Sincerely,

<u>Kathryn Davis</u>	<u>376 Mowbrie ST.</u>
Signature	Address
<u>Kathryn Davis</u>	
Printed name	Email
<u>7/03/2016</u>	
Date	Phone number (Optional)

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Sincerely,

<u>Christa Blevins</u>	<u>289 Anderson St. SF 94110</u>
Signature	Address
<u>Christa Blevins</u>	<u>KIA</u>
Printed name	Email
<u>July 3 2016</u>	<u>KIA</u>
Date	Phone number (Optional)

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Sincerely,


Signature

Alexandra Gustin
Printed name

7/2/16
Date

3587 19th St. SF
Address

allgracegustin@gmail.com
Email

678 787 6397
Phone number (Optional)

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Sincerely,

<u>Sheri Broussard</u>	<u>611 Taraval St, SF, CA 94116</u>
Signature	Address
<u>Sheri Broussard</u>	
Printed name	Email
<u>7/2/16</u>	
Date	Phone number (Optional)



582 MARKET ST. SUITE 1800
SAN FRANCISCO, CA 94104

T: 415.391.9633

F: 415.391.9647

www.garavaglia.com

12 December 2016

RE: 3516 / 26 Folsom Street

To whom it may concern,

The rendering (Exhibit A) depicting the North side of 3516 Folsom Street (view looking South) was prepared in an appropriate manner. Fixed-length story poles were used to establish the proposed building height in a photograph (Exhibit B) and then a sketch of the proposed project was overlaid to provide an accurate rendition of the project as it would be seen from Bernal Heights Blvd. The story poles were placed by measuring off known property corners. All dimensions were taken from the Project Sponsors drawings.

The proposed design will block a public viewshed from a public street and over City- owned property- one of the last panoramic views of the Bay and valley from the South side of Bernal Heights Blvd.

It is interesting to note that the Project's grading / topography and building height elevation data points coincide with a Department of Public Works topographic map (Exhibit C) for the area. The elevation of Bernal Heights Blvd. adjacent to the proposed project aligns with or is below the top of the new building - thus blocking the view from a vantage point on Bernal Heights Blvd. adjacent to the new building.

Also, from my review of the drawings, the driveway design will not be maneuverable for most cars across this area w/o bottoming out. The uphill side of the driveway slopes down at a 38% grade - the City's DPW recommends (or may limit) that to 25%. This would also need transition ramps of about 10%. If they were to raise the building out of the ground they may be better able to accomplish getting cars into the garage. This of course will make the building even higher. Being auto access is so limited by the steep slopes and extreme warping, the project ostensibly is not providing parking. The Folsom Street extension itself calcs out to about a 36% grade - one of the steepest in San Francisco.

Sincerely,

Michael Garavaglia, A.I.A., LEED AP BD+C
President, Garavaglia Architecture, Inc.

MICHAEL GARAVAGLIA, AIA, LEED AP BD+C

PRINCIPAL-IN-CHARGE, PRESERVATION ARCHITECT (LIC. C14833)

Exceeds Secretary of the Interior Professional Qualifications Standards – Historic Architecture

With more than 30 years of experience in the architectural profession and as principal, Mr. Garavaglia leads the firm with preservation architectural services that respond to the specific needs of cultural resources and their environment. He believes strongly in the role of sustainability in historical rehabilitation, its merit in economic development, and the significance of retaining cultural resources for local communities. He seeks opportunities for creative teaming in his staff and consultants to create the most responsive team for each unique project and client. He directs his firm to constantly evolve its preservation services and work products to maintain the relevance and quality control of the firm's work. As such, a preservation project delivery methodology integrating historical knowledge in the design process is key. His work with the preservation community, primarily through involvement with the California Preservation Foundation, focuses on organizational involvement, educational programs, and stewardship development.

Mr. Garavaglia received his professional Bachelor of Architecture degree from California State Polytechnic University at San Luis Obispo, which included a special study program in Historic Preservation. He is a LEED Accredited Professional with specialization in Building Design and Construction, a Conservation Assessment Program (CAP) Assessor, and he is listed in the Heritage Preservation database maintained by the National Institute for Conservation. Mr. Garavaglia is licensed to practice architecture in California, is a qualified Historic Architect with the California Historical Resources Information System (CHRIS) and Nevada SHPO, and is a member of the American Institute of Architects (AIA). Mr. Garavaglia has been included in several publications including *Northern California Home & Garden*, *Architectural Record*, and the *San Francisco Chronicle*.

Select projects with his major technical and management involvement for historic building rehabilitation projects and reports include:

- State of California Department of Parks and Recreation, Multiple Projects for the Northern District Service Center, CA
- Angel Island Immigration Station Rehabilitation, Angel Island State Historic Park, CA
- As-Needed Preservation Services for San Francisco City Hall and Civic Center Campus, San Francisco, CA
- Hangar One Conditions Assessment and Rehabilitation Plan, U.S. Naval Air Station, Moffett Field, Mountain View, CA
- Lorenz Hotel, Redding, CA
- Columbia State Historic Park: Cultural Landscape Report and Burns Cottage Condition Assessment Report, Columbia State Historic Park and National Historic Landmark District
- Palo Alto History Museum, Palo Alto, CA
- Bodie Benton Depot, Bodie State Historic Park, CA
- Presidio Post Chapel Feasibility Study, Presidio of San Francisco, CA
- Doyle Drive Building Relocation Study and Historic Structures Reports, Presidio of San Francisco National Landmark District Buildings 201, 204 and 228, San Francisco, CA
- 450 McAllister Street Window Assessment, San Francisco, CA

Exhibit A

BLOCKED PUBLIC VIEW

FROM SIDEWALK SERVING BERNAL HEIGHTS PARK

ELEVATION: 325'6"

PARAPET: 328'

ELEVATION: 325.6"

"OVERLOOKS AND OTHER
VIEWPOINTS FOR
APPRECIATION OF THE CITY
AND ITS ENVIRONS SHOULD
BE PROTECTED AND
SUPPLEMENTED, BY
LIMITATIONS OF BUILDINGS
AND OTHER
OBSTRUCTIONS..."
SF GENERAL PLAN,
URBAN DESIGN ELEMENT,
POLICY 1.1, 2nd Paragraph

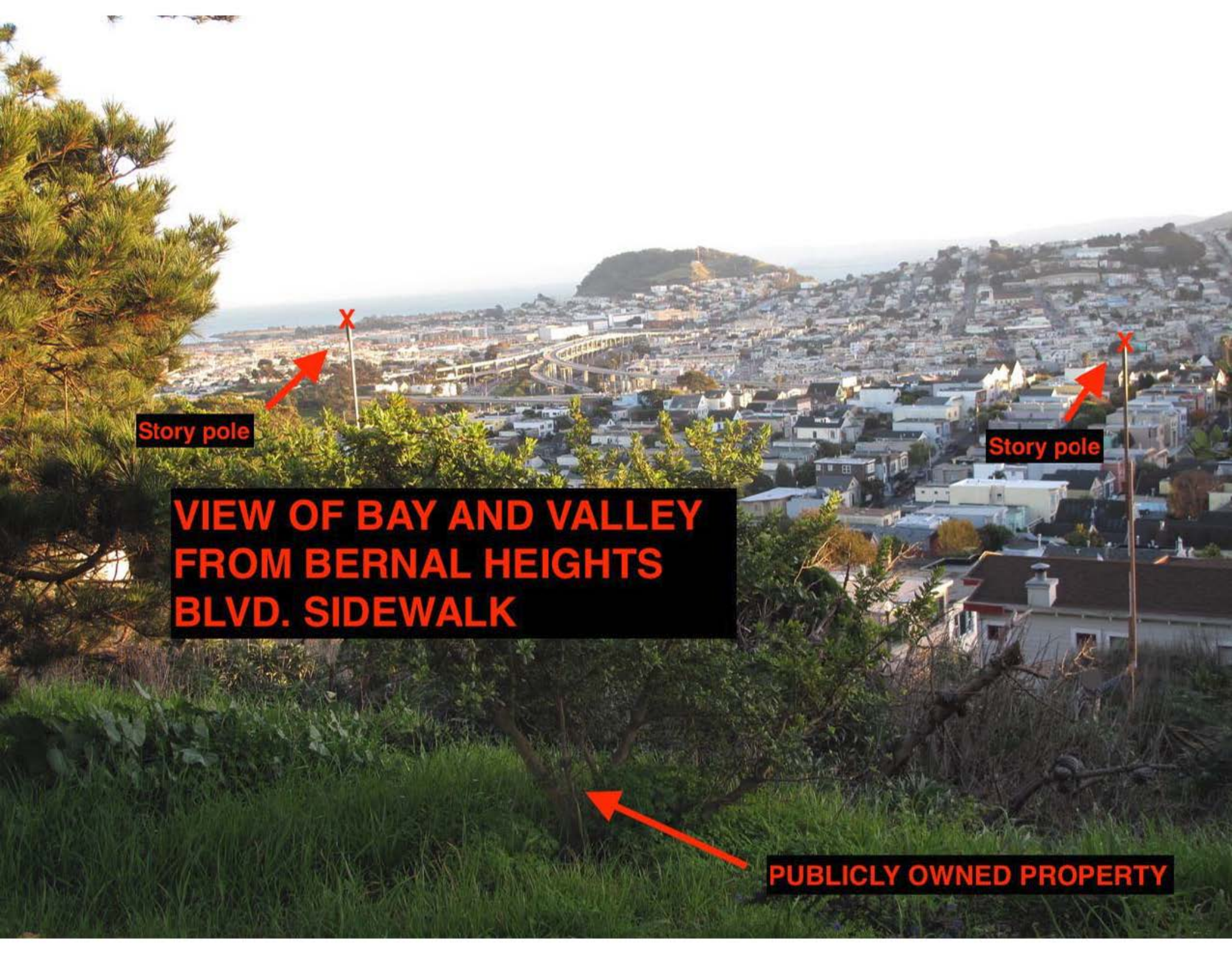
Bernal Heights
Community
Garden

"THE PROPOSED ROOFS OF THE TWO
BUILDINGS WOULD SIT BELOW THE
ELEVATION OF BERNAL HEIGHTS
BLVD."
SF PLANNING DEPT. CatEX, 7/8/2016

ELEVATION OF SIDEWALK AREA ABOVE PROPERTY SITE: 320' - 325'

PUBLIC LAND

Exhibit B



Story pole

**VIEW OF BAY AND VALLEY
FROM BERNAL HEIGHTS
BLVD. SIDEWALK**

Story pole

PUBLICLY OWNED PROPERTY

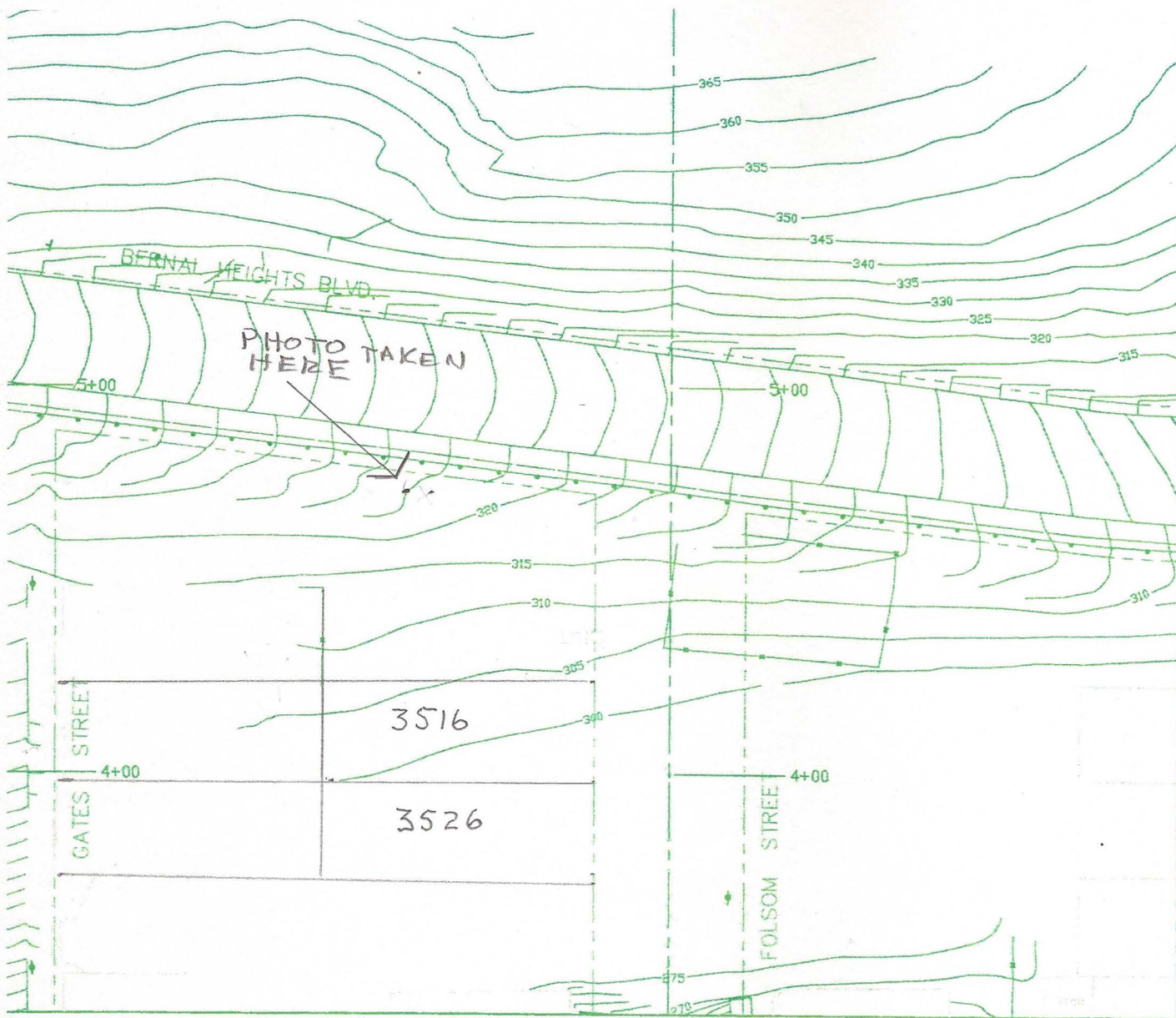
Exhibit C

ELEVATIONS

BERNAL HEIGHTS BLVD

$\frac{1}{2}$
1

FOLSOM STREET



MATCH LINE "A" SEE SHEET R-4

MATCH LINE "B" SEE SHEET R-5

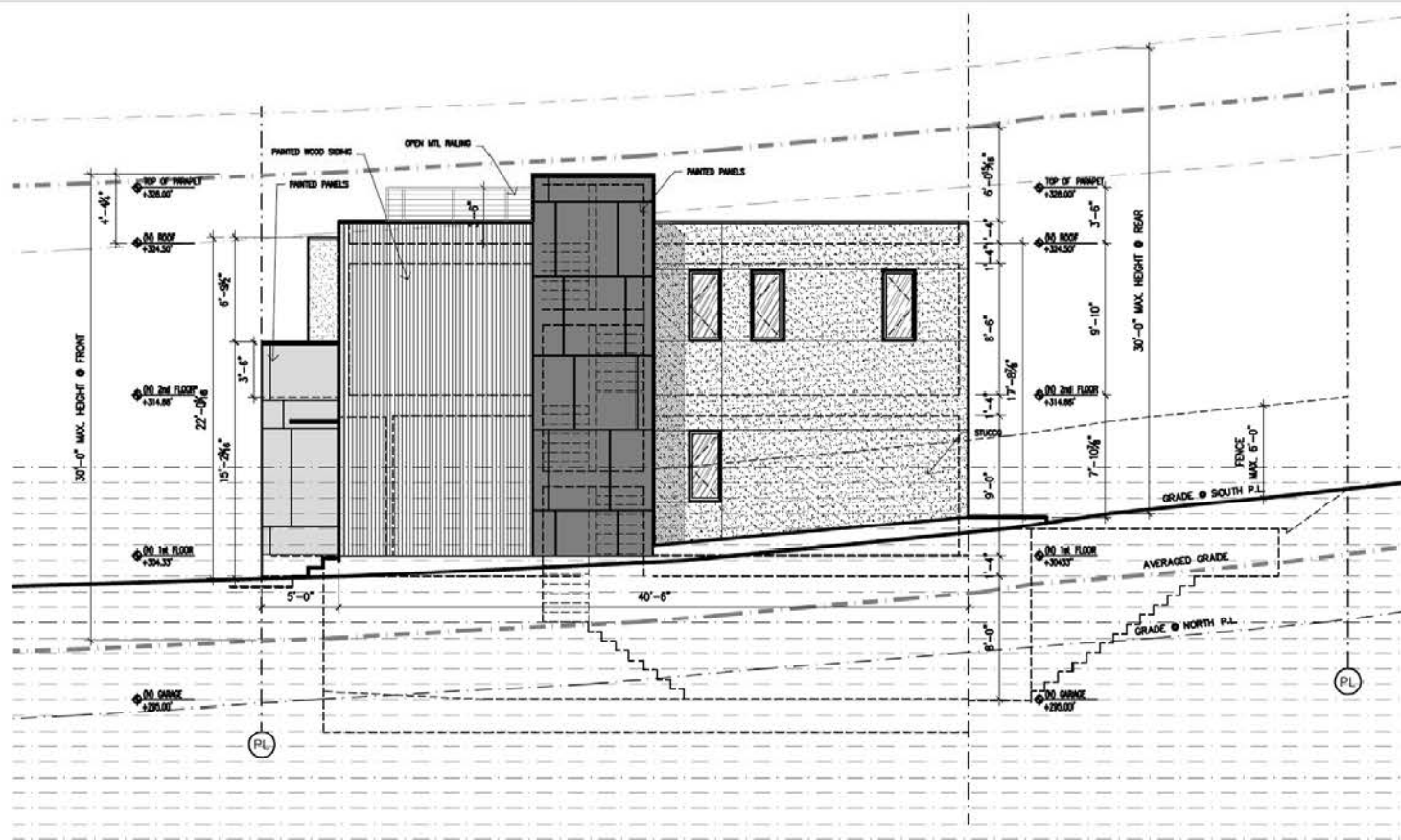


Exhibit D

METHODOLOGY FOR USING STORY POLES ON 3516 NORTH ELEVATION
by Marilyn Waterman

- 1) I REFERRED TO SUBMITTED BLUEPRINTS AND HAD TWO PEOPLE DOUBLE CHECK MEASUREMENTS.
- 2) EASTERN CORNER OF HOUSE OF NORTH ELEVATION WAS MEASURED AT 23'4".
- 3) WESTERN CORNER OF HOUSE OF NORTH ELEVATION WAS MEASURED AT 19.1"
- 4) WE DID NOT INCLUDE ANY OTHER ASPECT OF HOUSE IN MEASUREMENT EXCEPT NORTH ELEVATION CORNERS AND MADE EVERY ATTEMPT TO BE ACCURATE.
- 5) WE MEASURED 24'6" FROM BACK FENCE AND SET FIRST STORY POLE. WE USED FENCE PROPERTY LINE OF ABUTTING HOUSE AS GUIDE FOR NORTH PROPERTY LINE.
- 6) FIRST STORY POLE WAS HELD APROXIMATELY FIVE FEET INSIDE PROPERTY LINE TO ACCOUNT FOR BLUE PRINT DESIGN SET BACK - WHILE TRYING NOT TO STEP ON PROPERTY.
- 7) USING FENCE LINE OF ABUTTING HOUSE AS GUIDE, 40'6' WAS MEASURED FROM WESTERN STORY POLE TO EASTERN STORY POLE.
- 8) PICTURE WAS TAKEN WITH STORY POLES.
- 9) GRAPHIC ARTIST USED DEVELOPER'S RENDITION OF NORTH ELEVATION AND SUPERIMPOSED IT OVER PICTURE, USING STORY POLES AS A GUIDE.

Dec. 11, 2016



LSOM Street - Side (North) ELEVATION

3516 and
Site Perr
09/30/20

17.00 x 11.00 in

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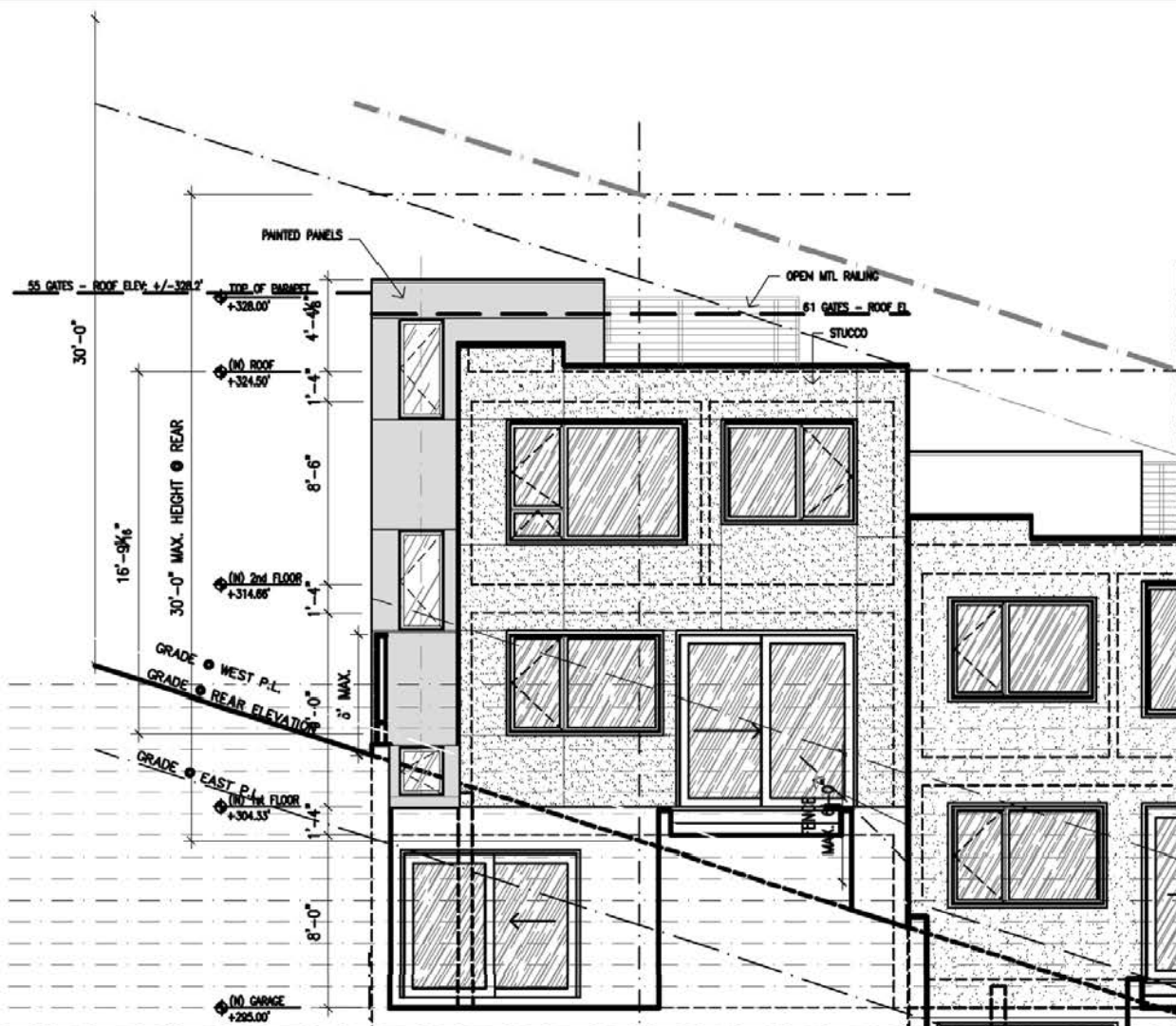
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Carroll, John (BOS)

From: Gibson, Lisa (CPC)
Sent: Tuesday, January 24, 2017 2:56 PM
To: BOS Legislation, (BOS)
Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Navarrete, Joy (CPC)
Subject: Re: 3516-3526 Folsom Street CEQA Appeal - Withdrawal of Catex

Categories: 161278

The Planning Department wishes to rescind the above categorical exemption scheduled for hearing today.

Lisa M. Gibson
Acting Environmental Review Officer/
Director of Environmental Planning

Sent from my iPhone

On Jan 24, 2017, at 2:35 PM, BOS Legislation, (BOS) <bos.legislation@sfgov.org> wrote:

Forwarding FYI.

From: Navarrete, Joy (CPC)
Sent: Tuesday, January 24, 2017 2:10 PM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Cc: BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>
Subject: Request for Continuance 3516-3526 Folsom Street CEQA Appeal

On behalf of the Environmental Review Officer, the Planning Department would like to request a continuance for this CEQA Appeal hearing for at least 30 days to conduct further analysis. Apologies for the last minute request. We will appear at the hearing at 3:00pm to explain further.

Joy Navarrete, Senior Environmental Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
P. 415-575-9040 F. 415-558-6409
www.sfplanning.org

on behalf of Lisa Gibson, Environmental Review Officer

Carroll, John (BOS)

From: BOS Legislation, (BOS)
Sent: Tuesday, January 24, 2017 2:36 PM
To: Calvillo, Angela (BOS); Somera, Alisa (BOS)
Cc: BOS Legislation, (BOS); Navarrete, Joy (CPC); Gibson, Lisa (CPC)
Subject: FW: Request for Continuance 3516-3526 Folsom Street CEQA Appeal

Categories: 161278

Forwarding FYI.

From: Navarrete, Joy (CPC)
Sent: Tuesday, January 24, 2017 2:10 PM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Cc: BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>
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www.sfplanning.org

on behalf of Lisa Gibson, Environmental Review Officer

Carroll, John (BOS)

From: Betzy Lesser <betzy@zfplaw.com>
Sent: Tuesday, January 24, 2017 1:22 PM
To: BOS Legislation, (BOS)
Cc: Ryan Patterson
Subject: Appeal No. 161278
Attachments: Combined - Letter to Board 01.24.17.pdf

Categories: 161278

Dear Ms. Calvillo:

Attached, please find the letter and declaration submitted by the Appellants for today's 3:00 p.m. hearing. The attached document will be filed at your office shortly.

If you have any questions, please feel free to contact our firm.

Thank you,
Betzy Lesser
Zacks, Freedman & Patterson, PC
235 Montgomery Street, Suite 400
San Francisco, CA 94104
Telephone: (415) 956-8100
Fax: (415) 288-9755
www.zfplaw.com

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ZACKS, FREEDMAN & PATTERSON

A PROFESSIONAL CORPORATION

January 24, 2017

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
Facsimile (415) 288-9755
www.zfplaw.com

VIA HAND DELIVERY

President London Breed
c/o Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383ENV
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear President Breed and Honorable Members of the Board of Supervisors:

This letter is respectfully submitted on behalf of the Appellants in this case, in response to the Project Sponsor's letter dated January 13, 2017.

Abundant evidence in the record establishes that "unusual circumstances" exist as defined in 14 Cal Code Regs §15300.2(c), which renders a Categorical Exemption ("CatEx") legally erroneous. This evidence includes previously filed reports from several leading geotechnical engineers and utilities consultants, as well as evidence presented in the Planning Department's own CatEx Determination.

A serious safety risk to the Pipeline 109 is presented by very steep topography, excavation requiring heavy machinery, and the undeveloped, unprotected area around the major gas transmission line. The CatEx fails to consider these circumstances.

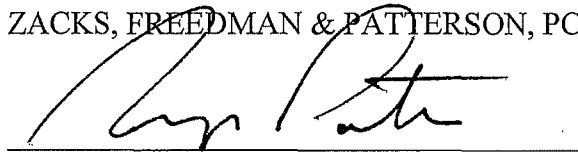
- The Department asserts, "the presence of a gas transmission pipeline beneath areas adjacent to residential development is not unusual in San Francisco or throughout the state because residential homes are commonly served by gas lines." (2016 Determination, p. 4 and Planning Department's Response, p. 5) However, there are only three gas transmission pipelines in San Francisco, as the Department admits. (*Id.* at p. 6) The Department appears to be conflating *distribution* lines (small gas lines to individual properties) with *transmission* lines (major pipelines serving an entire geographical region). The transmission line in this case, Line 109, is enormous: 26" in diameter.
- The Department asserts, "PG&E Pipeline #109's "alignment takes it through a variety of residential neighborhoods in the southeast area of the City, and other similar pipelines run beneath streets, in other areas of the city." (2016 determination, p. 4) However, this is the only site in San Francisco where a major

gas transmission line is not buried in asphalt. In addition to the resulting danger of puncturing the pipeline, there is an increased danger of damage to the pipeline's protective coating having *already occurred* over time. As the California Supreme Court recently held, "What CEQA does mandate, consistent with a key element of the Resources Agency's interpretation, is an analysis of how a project might exacerbate existing environmental hazards." (California Bldg. Industry Assn. v. Bay Area Air Quality Management Dist. (2015) 62 Cal.4th 369, 392)

- The Department assumes away the danger of excavating on top of the pipeline by noting that the Project Sponsor must call 811 prior to digging, and a PG&E representative must be on-site to observe the digging to "instruct and guide the excavating party, on-site, to avoid damage to the pipeline." (2016 Determination, p. 5) However, this kind of after-the-fact imposition of mitigation measures is legally erroneous under a CatEx. "If a project may have a significant effect on the environment, CEQA review must occur *and only then are mitigation measures relevant*. Mitigation measures may support a negative declaration but not a categorical exemption." (Salmon Protection and Watershed Network v. County of Marin (2004) 125 Cal.App.4th 1098, 1102 (italics added; internal citations omitted))
- The Determination at issue is a Class 3 CatEx, which allows for construction of *up to three* single-family homes without CEQA review. However, the Project includes construction of two homes—and it also enables the construction of at least *three additional homes* adjacent to the Project Site by installing a street and utilities to the surrounding vacant lots (Lots 27, 28, and 28). The owners of these lots have expressed—on the record—their intention to build houses there once this Project is approved. (See Declaration of Barbara Underberg, submitted herewith.) Unless environmental review is done now, each of these homes will qualify for a CatEx—and the entire six-house development will escape environmental review. "It is well settled that CEQA forbids 'piecemeal' review of the significant environmental impacts of a project. Rather, CEQA mandates that environmental considerations do not become submerged by chopping a large project into many little ones—each with a minimal potential impact on the environment—which cumulatively may have disastrous consequences." (California Clean Energy Committee v. City of Woodland (2014) 225 Cal.App.4th 173, 193; internal quotations and citations omitted)

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson
Attorneys for Herb Felsenfeld and Gail Newman

Enclosures

RYAN J. PATTERSON (SBN 277971)
ZACKS, FREEDMAN & PATTERSON, PC
235 Montgomery Street, Suite 400
San Francisco, CA 94104
Tel: (415) 956-8100
Fax: (415) 288-9755

Attorneys for Appellants,
Herb Felsenfeld and Gail Newman

SAN FRANCISCO BOARD OF SUPERVISORS

BOS File No. 161278
Planning Case No. 2013.1383ENV

**DECLARATION OF BARBARA
UNDERBERG IN SUPPORT OF APPEAL**

CEQA Categorical Exemption Appeal
Subject Address: 3516-3526 Folsom Street
Hearing Date: January 24, 2017

I, Barbara Underberg, declare as follows:

1. I make this declaration in support of the above-captioned appeal. Unless otherwise stated, I have personal knowledge of the facts stated herein and, if called as a witness, could and would testify competently thereto.

2. I am a resident of 76 Rosenkranz Street in Bernal Heights, near 3516-3526 Folsom Street (the "Project Site").

3. On or about November 21, 2016, I submitted a request for public records to the San Francisco Planning Department regarding Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322 (the "Project"), pursuant to the San Francisco Sunshine Ordinance and California Public Records Act. On or about November 30, 2016, Planning Department staff member Christine Lamorena produced a number of paper and electronic records.

1 4. Included in the Planning Department's record production was an email and letter
2 attachment from Paul Kontos to the Planning Commission, dated March 25, 2016. A true and
3 correct copy of the email and letter is attached hereto as Exhibit A.

4 5. I am informed and believe that Paul Kontos is "the owner of lots 27 & 28
5 directly across the street from the project (3516 & 3526 Folsom St.)." In his letter, Mr. Kontos
6 encourages the Planning Commission to approve the Project and states that, "Right now, I will
7 be trying to develop my lots."

8 6. Additionally, I attended the Planning Commission Discretionary Review hearing
9 on the Project on March 31, 2016. A video record of the hearing is available at
10 http://sanfrancisco.granicus.com/MediaPlayer.php?view_id=20&clip_id=25047&meta_id=4878
11 72. A true and correct partial transcript of the hearing is attached hereto as Exhibit B.

12 7. Mr. Kontos attended the hearing and stated, "I own two lots on the other of the
13 street. I was going to build those for my children." Exh. B at p. 48.

14 8. Another neighbor, Ramon Romero, also spoke at the hearing in support of the
15 Project. I am informed and believe that Mr. Romero owns Lot 29. He stated, "I bought the lot
16 behind my house to help preserve open space. I didn't think it would last forever. I knew market
17 conditions would change someday that would make them." Exh. B at p. 47.

18 9. I am informed and believe that the Project will install a new street and utilities to
19 Lots 27, 28, and 29, which will enable them to be developed.

20 10. I have significant expertise in public safety matters. I was chairperson of the
21 Bernal Heights East and South Slope Improvement Committee – a committee elected by the
22 residents and property owners of an area subject to life/safety improvements funded by
23 Propositions B and K. I was also the chairperson of the San Francisco Neighborhood
24
25
26
27
28

1 Emergency Response Team (NERT) Advisory Board, a citywide program administered by the
2 San Francisco Fire Department. I was also a member of the Bernal Heights East Slope Design
3 Review Board from 1993-1997 and the chairperson in 1997.

4
5 11. Attached hereto as Exhibit C is a compilation of information regarding the
6 Project's environmental impacts which I have researched and prepared.

7
8
9 I declare, under penalty of perjury under the laws of the State of California that the
10 foregoing is true and correct.

11
12 Dated: January 24, 2017



Barbara Underberg

Exhibit A

From: Paul Kontos
To: Sucré, Richard (CPC); Fabien
Subject: letter to commission
Date: Saturday, March 26, 2016 7:14:16 PM
Attachments: Fabien letter.docx

Attached letter for the commission hearing on March 31, 2016

Thank you,

Paul Kontos

Paul Kontos
711 N. Voluntario St.
Santa Barbara, CA 93103

March 25, 2016

President Rodney Fong & Planning Commission Members
San Francisco Planning Department
1650 Mission St. #400
San Francisco, CA 94103

Dear President Fong and Members of the Planning Commission:

I am the owner of lots 27 & 28 directly across the street from the project (3516 & 3526 Folsom St.) in question is to start. I bought these lots years ago with the intent to develop them when my son and daughter needed housing. Fortunately or unfortunately for them, that time has come.

From attending several of the ESDRB meetings, I can see that the neighbors are very much in support of the development, but many are not. I have seen those naysayers use stalling tactics, scare tactics and overall selfish NIMBY tactics to try and stop or at least postpone indefinitely any kind of construction. None of their reasons to deny the said project from being developed have any socially beneficial merit.

The development of that end of Folsom Street can only benefit the community: It provides tax revenue for the city, desperately needed housing, participation by the residents for community betterment, and all at little or no cost to the city.

These lots have been designated as buildable lots, designed to provide housing and community for the city. Mr. Fabien Lannoye and Mr. Jim Fogarty's project fall exactly in line with the purpose of these lots. They have been gracious and accommodating to their neighbors, at great time and expense, working to design buildings to reasonably satisfy them.

Right now, I will be trying to develop my lots. I have two adult children, with children. Housing for them is a necessity, or they won't be able to afford San Francisco.

Your imprimatur on this project can only help all of us as a community

Very truly yours,

Paul Kontos

Exhibit B

PARTIAL TRANSCRIPTION OF
VIDEOTAPE OF THE
SAN FRANCISCO PLANNING COMMISSION
MEETING
HELD ON THURSDAY, MARCH 31, 2016

---oOo---

Entire Portion Relating to Items 11.a and 11.b

Concerning

3516 Folsom Street and

3526 Folsom Street

(Includes previously transcribed portion of this
videotape on the same matter, for continuity)

---oOo---

Transcribed by: Carol-Joy Harris
C.S.R. No. 13938
Job No. 18297

Page 2

---oOo---

MR. IONIN: Commissioners, that will place us on our final two items, 11a. and -b., for Case Nos. 2013.1383 DRP-10 at 3516 Folsom Street and Case No. 2013.1383 DRP-09 at 3526 Folsom Street.

These are discretionary reviews of two separate buildings that are essentially one project of two separate single-family dwellings.

Commissioners, there are 19 separate DRs that were filed on these two projects. Through the Chair, we agreed to provide the DR requesters a combined 20-minute presentation. The project sponsor would receive a 10-minute presentation. The combined DR requesters would then receive a 10-minute rebuttal, with the project sponsor receiving the usual 2 minutes for their rebuttal.

All members of the public who are not a party to the DR -- in other words, they're just basically members of the public, okay, who did not file a DR or are a party to the DR, who are not part of the DR requesters' team -- will receive 3 minutes.

All right?

MR. SUCRE: Good evening, Commissioners. Rich Sucre, Department staff.

The item before you is a request for a

Page 3

discretionary review for the building permit applications associated with the new construction of two single-family residences at 3516 and 3526 Folsom Street.

The proposed projects would be located on two vacant lots, each measuring 20 feet by 70 feet in the RH-1 zoning district, Bernal Heights Special Use District, in a 40-X height and bulk district.

Currently, these parcels do not have vehicular street access or direct pedestrian access via sidewalks or other street improvements. This portion of Folsom Street is a paper street and is currently not improved.

The two new single-family residences are both two and one-half stories tall, with two off-street parking spaces. The two residences each measure approximately 2,200 gross square feet.

To date, the Department has received a number of public comments on the project, both for and against the request for a discretionary review. Included with two of the DR applications are petitions in opposition to the project signed by approximately 136 individuals, several of which would include the DR requesters.

Since publication of the Commission packets, the Department has received an additional 22 public comments, including 4 letters in support and 18 letters in opposition.

Page 4

In addition to the Commissioner packets I provided to you is a letter from the project sponsor's attorney that I neglected to include in the Commission packet.

Provided to you are copies of the additional public comments received after publication of the staff report.

The DR requesters have a number of issues with the proposed project, including: Paving of Folsom Street; emergency and infrastructure access; impacts on the underground PG&E pipeline; future development of the vacant lots along this portion of Folsom Street; impact on neighboring residences; on-street parking; construction; compliance with the Bernal Heights East Slope design guidelines; size and scale of the new residences; size yard setback of the new residences; off-street parking; rooftop, stair penthouses; public views from Bernal Heights Park; impact on open space; and affordability; among other issues as outlined in the staff report.

Issues surrounding Folsom Street and the PG&E pipeline are not under the purview of the Planning Commission. The Department of Public Works, or DPW, is the responsible agency for guiding and reviewing the extension and/or paving of Folsom Street.

Page 5

The projects are located in a residential district and have been reviewed by the Residential Design Team, or RDT. RDT found that the project does not create any extraordinary or exceptional circumstances and did not recommend any changes to the proposed project.

The Department finds the overall massing, form, and scale to be appropriate given the underlying zoning and height and bulk limits.

The proposed project is consistent with the residential character of the surrounding neighborhood and meets the requirements of the Bernal Heights East Slope design guidelines, the Bernal Heights Special Use District, and the residential design guidelines.

The projects will add two new single-family homes on a privately owned vacant lot at the base of Bernal Heights Park.

The project does not have any direct impacts on the adjacent Bernal Heights Community Garden or Bernal Heights Park.

The project sponsor has revised the garage layout to avoid the variance for parking access.

Therefore, the project is a fully code-compliant project and is not seeking any variances or special entitlements from the Planning Commission.

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1 mandatory mass reduction that's required, which in this
2 case was exceeded.

3 The project sponsor made changes in the design
4 at the request of Planning, made changes in design at
5 the request of the East Slope Design Review Board.

6 As to whether or not they've complied with the
7 Review Board's requirements, if you look at their table
8 of contents for the -- what they require: Nine-foot
9 curb cut, check; landscaping front yard setback, street
10 trees, check; entry treatment, check; side yards, check;
11 roof treatment, check; facade elements, check; colors
12 and materials, check.

13 The only comment made in the DR request by the
14 Design Review Board after five meetings was some
15 additional design articulation or interest in the north
16 facade of the north structure, and that is the one that
17 is closest to the Bernal Heights Street, and that is
18 where bedrooms will be placed.

19 The project sponsor has offered to do
20 additional things to provide some additional elements or
21 interest in that, but there are issues of privacy for
22 the family.

23 But otherwise, as the Planning Department
24 found, it met the design guidelines, met the residential
25 design guides, the East Slope Design guidelines,

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1 complies with the planning code, complies with the
2 Bernal Heights Special Use District.

3 Other issues raised by the DR requesters,
4 garbage, mail service, these issues can all be dealt
5 with.

6 Whether cars can actually drive out of the
7 driveways up and down the street, again, the project
8 sponsors are working with DPW. There's a preliminary
9 approval for the street, including the grade, and they
10 will continue to work with them after they get their
11 approvals.

12 Finally, let me just talk about CEQA for a
13 minute because that came up. I've been practicing CEQA
14 case law and CEQA practice for 30 years. If -- if a
15 project in San Francisco could not use a categorical
16 exemption because it was subject to seismic shaking,
17 then every single house in San Francisco would require
18 an EIR.

19 There are six lots on this street, but there
20 are only applications for two projects right now. It's
21 categorically exempt, less than three units. There are
22 no applications, as was put forth in the Planning
23 report, no applications for the other four lots. In San
24 Francisco, unless there's an application in, that's not
25 a reasonably foreseeable project.

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1 As to the pipeline, the issue will be dealt
2 with. That is not a significant issue that would cause
3 an exception to the categorical exemption. If there
4 was, I would have dealt with it a long time ago.

5 So with that, I know you've all had a long day.
6 We've had a long day. Two couples, trying to build two
7 modest residences, and trying very hard to be good
8 neighbors in the process.

9 So thank for your time.

10 COMMISSION PRESIDENT FONG: Okay. DR request-
11 -- I'm sorry; speakers in support of the project
12 sponsor.

13 MR. FOGERTY: Commissioners, Jim Fogerty
14 (phonetic). My wife and I own the lot at 3526 Folsom
15 Street since May 2013.

16 When the lots were placed on the market, before
17 we purchased the lots, we met with the Planning
18 Department and other city agencies regarding the
19 feasibility of their development. Satisfied with the
20 responses, we proceeded to design two residences that
21 comply with the City's design guidelines.

22 We worked with the Planning Department, made
23 modifications in response to their suggestions. We met
24 five times with --

25 MR. IONIN: I'm sorry, sir. Are you the owner

Page 45

1 of the property --

2 MR. FOGERTY: Yes.

3 MR. IONIN: -- or an owner of the property?
4 Then you are part of the project sponsor's team, and
5 your time to speak was during that initial 10 minutes.

6 You will have a two-minute rebuttal if you'd
7 like to address the Commission at that time, or they may
8 have questions for you later.

9 COMMISSION PRESIDENT FONG: So, asking for
10 speakers who are in support of the project sponsor but
11 not part of the ownership or project sponsor team.

12 MR. ROMERO: Thank you. I'm not part of the --
13 the project team. My name is Ramone Romero (phonetic).
14 I am a resident at 66 Banks Street.

15 I own Lot 29 and the space behind my home,
16 which is directly across the street, the proposed
17 street, that this project might be built on.

18 And I sent you a letter. I hope you saw it in
19 your packet.

20 I served on the San Francisco Redevelopment
21 Commission for almost 12 years. I was president of it
22 for two terms.

23 You can imagine how many project that came
24 before us that would fall into the classification that
25 you probably know as NIMBYs. Okay?

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1 These are privately owned, buildable lots,
2 properly zoned, and I honestly -- you've heard all the
3 arguments here. I think the residents are very well
4 organized. Obviously, they're very political folks.

5 I can tell you that when I moved into my house,
6 I had nothing to do with the development of it. If you
7 look on Banks Street, where I live, there's five
8 relatively new homes there. A street was built as an
9 extension of Banks Street in order to make those lots
10 buildable.

11 Three homes were built by the same developer,
12 and I happened to be one of the people who bought one of
13 those homes. Little did I know that there had been this
14 tremendous struggle to get those houses built and
15 tremendous organization by the neighbors in opposition,
16 just as you see here today.

17 I purchased my home in 1994, so I've been there
18 22 years. I love living there. I love the
19 neighborhood. These are good people that have come here
20 to raise these concerns with you. And, you know, I
21 think they do it in good faith.

22 But I don't think any of them are actually
23 really valid. I went to two of the meetings of the East
24 Slope Design Committee, and, you know, as you can see,
25 as I said earlier, I've been to so many of these

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1 meetings in the Redevelopment Commission where these
2 kinds of projects are before you. It's easy to get lost
3 in emotion and in arguments that sound pretty good but
4 really aren't necessarily, and I think this is -- this
5 is a situation where you have that.

6 Steep street. Are there steep streets in San
7 Francisco?

8 The firefighter, the fire danger. Well, the
9 fire department had stairways built from Bernal Heights
10 Boulevard above where these houses were built just
11 recently, within the last five years, in order to
12 provide firefighter access to these places.

13 It's a beautiful, open field. I bought the lot
14 behind my house to help preserve open space. I didn't
15 think it would last forever. I knew market conditions
16 would change someday that would make them --

17 MR. IONIN: Thank you, sir. Your time is up.

18 MR. ROMERO: Okay. Thank you.

19 MR. SAFFLE: Good evening. My name is Tom
20 Saffle (phonetic). I'm a resident at 307 Mullen Avenue.

21 I live on the same block that Fabian developed
22 a house a few years ago, and I'm here tonight to say
23 what a good neighbor he is and what a good person he is.

24 I think a lot of people in this room who are
25 now treating him as an outsider because he is to them

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1 today. But I can tell you that I lived alongside him
2 for three years. He's a really good guy.

3 And the way he built his house was very
4 honorable. It's a house that fits into the neighborhood
5 very well, despite being modern and despite our houses
6 being built in 1907. He did build the house
7 courteously. He was respectful of noise and dust.

8 He is a good man, and I hope that one day the
9 people in this room get to take him in as their neighbor
10 and discover that for themselves so they can treat him
11 more like kin than an outsider.

12 Thank you.

13 MR. CANTOS: My name is Paul Cantos (phonetic).
14 I own two lots on the other of the street. I was going
15 to build those for my children.

16 The only thing I want to say about this project
17 is give them a chance, for the proper agencies and the
18 engineers to look at the project that they've gotten
19 together, and let them do their work to see how well
20 it's proposed, and give it a chance to ride it out
21 completely to see how it stands.

22 Thank you.

23 COMMISSION PRESIDENT FONG: If there are any
24 other speakers in support of the project sponsor.

25 I know you're coming up. You can certainly

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1 make your way to the mic here.

2 MR. KEIGHRAN: Good evening, Commissioners.
3 Sean Keighran, RBA.

4 This project is consistent with the Bernal
5 Heights Special Use District and the Eastern Slope
6 Design guidelines. Those design guidelines call for a
7 maximum mass of 650 feet less. These two houses are an
8 additional 200 square feet.

9 Now, if you take that 200 square feet and apply
10 it to the house we looked at earlier of 8,000 square
11 feet, it may not be significant. But these houses are
12 only about 2,000 square feet. That is a significant
13 reduction.

14 I'm here also to address some concerns put
15 forward about a whole variety of issues that really
16 don't belong in this room. Let's start with the fire
17 department. I spoke to the assistant fire marshal this
18 afternoon. No such position has been taken with these
19 streets or with these sites.

20 Project sponsor met with the captain in their
21 pre-application meeting, and they were advised that
22 these sites could be supported by the department.

23 Key components left out of the letter, hired --
24 done by consultants state, streets less than 150 long
25 will be treated differently. Houses fully sprinkled

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1 which I have no speaker cards.
2 COMMISSION PRESIDENT FONG: Is there any
3 general public comment this evening?
4 Okay. Not seeing any, general public comment
5 is closed.
6 And the meeting is adjourned.
7 /////

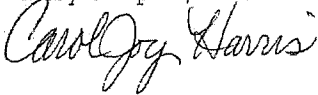
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TRANSCRIBER'S CERTIFICATE

1
2
3 I, Carol-Joy Harris, hereby certify that the
4 foregoing video recording was by me accurately
5 transcribed to best of my ability.

6 I further certify that I am not in any way
7 interested in the outcome of said action nor connected
8 with nor related to any of the parties in said action
9 nor to their respective counsel.

10 In witness whereof I have hereunto subscribed
11 my hand this 18th day of April, 2016.



Carol-Joy Harris
C.S.R. No. 13938

Exhibit C

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CEQA 15061(b)(3): *“Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.”*

In assessing and ranking its risks, PG&E acknowledges that the risk of catastrophic pipeline failure may result in “significant environmental damage.” [See page 20 of PG&E 2016 Gas Safety Plan.] In other words, the risk is not zero, there is a possibility of significant environmental damage; therefore, the activity in question, development, including excavation over, under and around an unprotected 26-inch gas transmission line in hard bedrock and steep terrain, is subject to CEQA. The possibility of such a risk is more compelling given PG&E’s recent track record, which is documented herein.

1) High Consequence Area (HCA) Identification

<https://primis.phmsa.dot.gov/comm/FactSheets/FSHCA.htm>, (excerpts):

“Pipeline safety regulations use the concept of “High Consequence Areas” (HCAs), to identify specific locales and areas where a release could have the most significant adverse consequences. Once identified, operators are required to devote additional focus, efforts, and analysis in HCAs to ensure the integrity of pipelines.

“HCAs for natural gas transmission pipelines:

- An equation . . . estimates the distance from a potential explosion at which death, injury or significant property damage could occur. This distance is known as the “potential impact radius” (or PIR), and is used to depict potential impact circles.*
- Operators must calculate the potential impact radius for all points along their pipelines . . . to identify what population is contained within each circle.*
- Potential impact circles that contain 20 or more structures intended for human occupancy are defined as HCAs. “*

Absent site-specific information, the default PIR is 660 feet. Per PG&E, the current Maximum Allowable Operating Pressure (MAOP) for the 26-inch diameter line 109 is 150 pounds per square inch gauge (psig), which means the current PIR for PG&E line 109 is 220 feet. According to PG&E’s FAQ, *“after the September 2010 San Bruno pipeline accident, we substantially reduced the pressure on pipelines that had segments with characteristics similar to the pipeline that ruptured. This was performed as a precautionary step until we can confirm the safety of the pipelines.”* Per NTSB Accident Report PAR-11/01 (page 35), line 109 operated at MAOP 375 psig prior to the reductions, which means the PIR for line 109 used to be 347 feet. According to PG&E, the higher pressure and increased PIR could return.

2) Integrity Management Programs

PG&E had an inadequate pipeline integrity management program, which failed to detect and repair or remove the defective pipe section in San Bruno, and the California Public Utilities Commission (CPUC) failed to detect the inadequacies of PG&E’s pipeline integrity management program.

NTSB Pipeline Safety Study adopted 1/27/15 “Integrity Management of Gas Transmission Pipelines in High Consequence Areas”

<http://www.nts.gov/safety/safety-studies/Documents/SS1501.pdf>:

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(1st excerpt):

“The NTSB undertook this study because of concerns about deficiencies in the operators’ integrity management programs and the oversight of these programs by PHMSA and state regulators -- concerns that were also identified in three gas transmission pipeline accident investigations conducted by the NTSB in the last five years. These accidents resulted in 8 fatalities and over 50 injuries, and they also destroyed 41 homes.” [Includes San Bruno.]

(2nd excerpt -- regarding previous NTSB investigation of San Bruno, California: 9/9/2010):

“The NTSB found that PG&E’s pipeline IM [Integrity Management] program was deficient and ineffective because it

(1) was based on incomplete and inaccurate pipeline information (that was contained in the operator’s GIS),

(2) did not consider the design and materials contribution to the risk of a pipeline failure,

(3) failed to consider the presence of previously identified welded seam cracks as part of its risk assessment,

(4) resulted in the selection of an examination method that could not detect weld seam defects, and

(5) led to internal assessments of the program that were superficial and resulted in no improvement.

“Furthermore, the NTSB also determined that the California Public Utilities Commission, the pipeline safety regulator within the state of California, failed to detect the inadequacies in PG&E’s IM program and that the IM program inspection tool used by state and federal inspectors, also known as the PHMSA IM inspection protocols, needed improvement.”

Gas Transmission Integrity Management: FAQs

<https://primis.phmsa.dot.gov/gasimp/faqs.htm#top2>, (excerpt):

“Operators must . . . assess the risks associated with pipeline segments in HCAs . . . enhance damage prevention programs and implement additional risk control measures beyond those already required . . . Examples . . . include: . . . conducting drills with local emergency responders and implementing additional inspection and maintenance programs.”

Gas Transmission Integrity Management: Fact Sheet

<https://primis.phmsa.dot.gov/gasimp/fact.htm>

3) Excavation damage is a significant cause of pipeline accidents.

As reported by PHMSA’s Office of Pipeline Safety, the major causes of pipeline accidents include: corrosion, excavation damage, incorrect operation, material/weld/equipment failure, natural force damage, and other outside force damage.

The predominant failure causes of gas transmission significant onshore incidents (right-of-way line pipe only 2005-2009) are corrosion (28%), material/weld failures (23%), and excavation damage (20%). (For the diagram, see page 16 of “Building Safe Communities” in link below).

Building Safe Communities: Pipeline Risk and its Application to Local Development Decisions

<http://primis.phmsa.dot.gov/comm/publications/PIPA/PIPA-PipelineRiskReport-Final-20101021.pdf>

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4) Welds. Lack of record of history of welds. Documentation of type of welds.

We need to know what the welds are and their history before construction can begin.

<http://www.sfgate.com/bayarea/article/PG-E-s-63-blast-an-early-warning-on-lines-safety-2366695.php>

5) Recordkeeping.

<http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M162/K888/162888429.PDF>, (news release excerpts):

“June 1, 2016 - The California Public Utilities Commission (CPUC) today issued a decision by an Administrative Law Judge that penalizes Pacific Gas and Electric Company (PG&E) \$24.3 million for failure to comply with laws and regulations in maintaining accurate records of its natural gas distribution system.

“... determined that PG&E's inaccurate records were relied on for locating and marking underground facilities in anticipation of excavation. The inaccurately mapped, and consequently inaccurately marked, facilities led to excavators damaging the distribution system in several instances. Release of natural gas, service interruptions and, in one case, significant property damage resulted.”

[See Appendix A for list of violations.]

6) Lack of overall responsibility about public safety within SF. No agency is taking responsibility for PG&E-related public safety -- and the resulting additional public safety problems caused by the presence of this pipeline: steep street, traffic congestion and obstructions, parking, etc. No agency is looking at the totality of public safety issues and impacts on the surrounding neighborhood. Hence, we need an EIR to address these issues.

[See Appendix B for email exchange concerning agencies involved in the ROW approval process.]

2/14/12, Herrera sues feds for failing to enforce gas pipeline safety standards before and after San Bruno blast. PHMSA ‘still asleep at the switch,’ City Attorney says, after ignoring S.F.’s concerns, recommendations of federal investigators. News Release:

<http://www.naturalgaswatch.org/wp-content/uploads/2012/02/SF-PHMSA-complaint.pdf>

Court Rejects San Francisco Lawsuit Against Federal Pipeline Safety Regulators:

<http://cdn.ca9.uscourts.gov/datastore/opinions/2015/07/30/13-15855.pdf>, (excerpts):

“The panel held that the plain statutory language, the statutory structure, the legislative history, the structure of similar federal statutes, and interpretations of similar statutory provisions by the Supreme Court and other circuits led to its conclusion that the Pipeline Safety Act did not authorize mandamus-type citizen suits against the Agency.

“San Francisco has presented very troubling allegations about the Agency’s approach to monitoring the CPUC’s regulation of intrastate pipelines. However, “[w]e have no authority to compel agency action

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merely because the agency is not doing something we may think it should do.” Zixiang Li v. Kerry, 710 F.3d 995, 1004 (9th Cir. 2013). Neither the Pipeline Safety Act nor the APA authorize San Francisco’s claims. Therefore, the district court properly dismissed the action. We need not, and do not, reach any other argument raised by the parties.”

7) Pipeline and Hazardous Materials Safety Administration (PHMSA) recommendations:

Creating Consultation Zones for Pipeline Safety

http://www.naco.org/sites/default/files/documents/FINAL_Pipeline%20FAQ.pdf, (excerpts):

“All pipeline safety is regulated by the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration (PHMSA). In 2010, PHMSA formed the Pipelines and Informed Planning Alliance (PIPA), a group of more than 130 stakeholder groups and individuals made up of property developers/owners, local government officials, pipeline operators, real estate commissions and relevant national organizations, including NACo, to develop recommended practices on land use and development near transmission pipelines. Although local governments do not have the regulatory or enforcement authority to propose pipeline transmission safety standards, PIPA developed recommendations for how local governments can apply their land use and development authority to reduce pipeline safety risks to overall public health. One of these recommended practices for local governments is the creation of consultation zones around transmission pipelines.

*“A consultation zone is a local ordinance that requires communication and review among property developers, property owners and pipeline operators when new land uses and property developments are being planned within a designated distance of a pipeline. **The main purpose for creating consultation zones is to avoid situations where public safety and access to pipeline facilities is not considered before a new project is approved and permits are issued.**”*

Absent site-specific information, PIPA recommends that a standard consultation zone distance is 660 feet on either side of the centerline of natural gas pipeline.

Skagit County, Washington has implemented Consultation Zones for pipeline safety in land use and planning.

Pipelines and Informed Planning Alliance (PIPA). 2010. “Partnering to Further Enhance Pipeline Safety in Communities Through Risk-Informed Land Use Planning: Final Report of Recommended Practices.”

<http://primis.phmsa.dot.gov/comm/publications/PIPA/PIPA-Report-Final-20101117.pdf>

Land Use Planning and Transmission Pipelines (additional resource materials)

<http://primis.phmsa.dot.gov/comm/pipa/landuseplanning.htm>

Hazard Mitigation Planning: Practices for Land Use Planning and Development near Pipelines

http://www.fema.gov/media-library-data/1422297186422-e43ce828d6821027c258e96eae10fd6d/PIPA_Hazard_Mitigation_Primer_Final.pdf

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8) Inform residents within the Potential Impact Radius (PIR) of the emergency response plan for a pipeline incident, including evacuation plans.

Under PHMSA's Integrity Management Program, pipeline operators must implement additional risk control measures beyond those already required, such as conducting drills with local emergency responders.

9) Pipeline depth and utility clearance regulations, and setback protocols.

Elevations of the utilities crossing over the 26" PG&E gas transmission pipeline have not been determined. It may not be possible for utilities to cross over the pipeline while maintaining a safe separation.

Minimum depth of cover over gas transmission pipeline is 3'-4'.

Minimum crossing clearance distance is 24".

Excavation within 24" of pipeline must be done by hand and supervised by a PG&E monitor.

In conversation with a PG&E representative at their open house on 6/28/16 regarding the upcoming hydrostatic pressure test on line 109, PG&E requires a 15' clearance on either side of the pipeline centerline for pipeline maintenance heavy equipment access, if necessary. A 50' setback would be ideal, but not possible for development in the city.

The state of Minnesota, after considering the various "setbacks" found in present law and by example, established a minimum setback distance equal to the pipeline easement boundaries.

Minnesota considered the following:

- The Federal Housing Administration denies financing to any home within 10 feet of a high pressure pipeline.
- The fire marshal's association urged consideration of a 60 foot setback to accommodate fire equipment access to a pipeline failure.
- Industry representatives indicated that a general setback of 50 to 100 feet is sought through the purchase process of right-of-way.
- The city of Edmonton, Canada, was the only community found to have a specific setback.

10) PG&E's regular surveillance for pipeline hazards – critically inadequate

Although PG&E claims regular surveillance of gas transmission pipelines for activities and encroachments that endanger the integrity of and inhibit access to pipelines, a 30-foot pine tree has been allowed to grow for years on top of PG&E Gas Transmission Pipeline 109 within the Project Area. Other large vegetation also grows over the pipeline in this area against safety recommendations.

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In addition, several small structures have been allowed to be built adjacent and over the pipeline:



This situation refutes PG&E's claims of regular patrols to examine safety breaches -- and directly contradicts published national and PG&E safety guidelines regarding trees, vegetation, and structures over and near transmission pipelines:

Pipelines and Informed Planning Alliance (PIPA). 2010. "Partnering to Further Enhance Pipeline Safety in Communities Through Risk-Informed Land Use Planning: Final Report of Recommended Practices."
<http://primis.phmsa.dot.gov/comm/publications/pipa/PIPA-Report-Final-20101117.pdf>, (excerpt):

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"ND 15 Plan and Locate Vegetation to Prevent Interference with Transmission Pipeline Activities, Practice Statement: Trees and other vegetation should be planned and located to reduce the potential of interference with transmission pipeline operations, maintenance, and inspections."

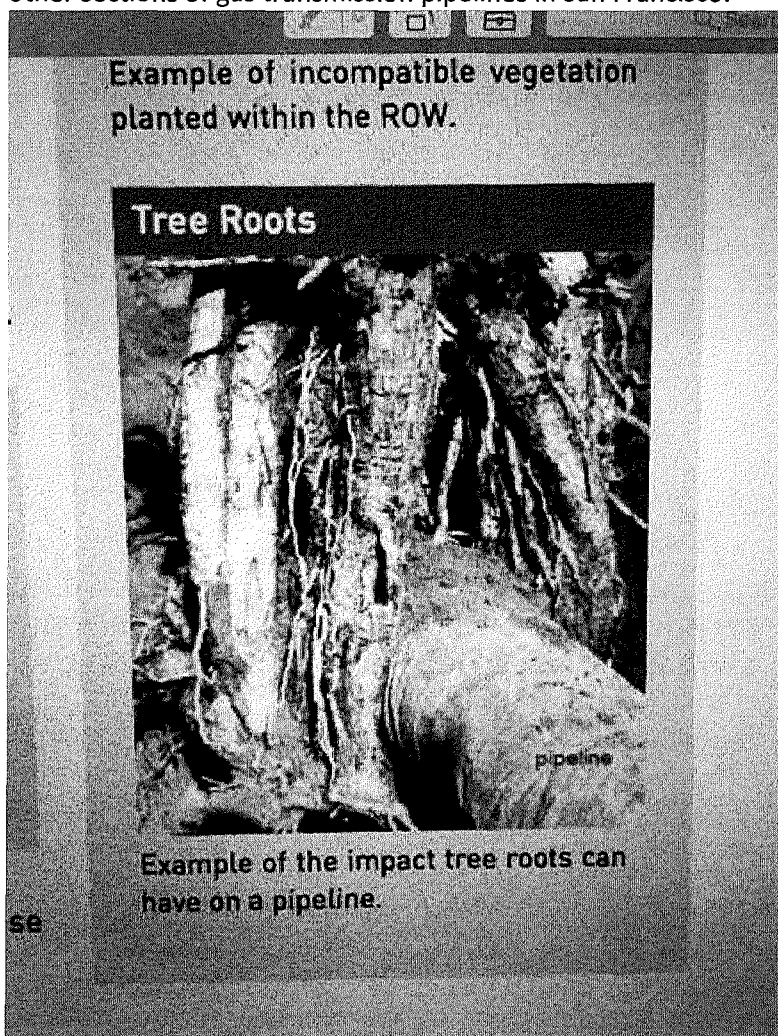
PG&E "The Community Pipeline Safety Initiative" Putting Safety First:

<http://www.pge.com/en/safety/gassafety/pipeline/emergencyaccess/index.page>, (excerpt):

"Trees, tree roots, brush and structures can threaten safety because they can block firefighters' access during emergencies and can prevent our crews from performing important safety and maintenance work. Tree roots also pose a safety risk because they can damage the protective coating of underground pipelines—leading to corrosion and leaks."

11) Proposed planting beds and trees over pipeline pose immediate and long-term dangers

The Project Plans propose building planting beds and putting trees over the pipeline -- ignorant of the dangers involved -- and against the recommendations of national and PG&E guidelines regarding planting over pipelines. There will be no street covering protecting the pipeline in this location -- unlike other sections of gas transmission pipelines in San Francisco.



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Tree root damage is a major cause of protective coating corrosion on pipelines. See **Final Report, Volume 1, Pacific Gas & Electric, "Tree Root Interference Assessment", January 17, 2014:**

http://www.pge.com/includes/docs/pdfs/myhome/customerservice/other/treetrimming/pipelinerrightofway/PGE_TreeRootStudyReport.pdf, (excerpt):

"At locations where pipelines and tree root systems co-exist, there is a high occurrence of tree roots causing damage to the external coating on the pipeline (40 out of 53 sites, or approximately 75%). The susceptibility for external corrosion to occur on the pipeline is increased because the primary protective barrier, namely the external coating, is compromised."



A thirty-foot tall pine tree, various large shrubs, and agaves with tap roots sit on top or adjacent to the transmission pipeline in violation of national and PG&E Safety Guidelines. [See 1st image.]

PG&E Community Gas Safety, Guidance from Industry Experts:

<http://www.pge.com/includes/docs/pdfs/myhome/customerservice/other/treetrimming/pipelinerrightofway/GuidancePipelineSafetyExperts.pdf>

Fronting homeowners and renters within a High Consequence Area will be responsible for enforcing safe practices -- with the very real possibility of one tree pole pounded in at the wrong place potentially causing a catastrophic accident.

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12) Partial list of 'reported' PG&E natural gas pipeline accidents just in northern California since San Bruno explosion (thru June 2016):

--June 17, 2016, San Francisco: Miraloma neighborhood evacuated when **SFPUC crew hit a natural gas line** while installing a new water main. Large gas leak took an hour to cap.

--March 17, 2016, Morgan Hill, CA: 100 people were evacuated or asked to shelter in place due to **accidental rupture by private contractor** of distribution gas line **during construction activity**.

--2012 - 2015, Sacramento, CA: Journalist uncovered **six pipeline "strikes" by contractors during a two and one half hour period that went unreported by PG&E**. One incident included a rupture that went undetected for 48 hours until the pregnant homeowner smelled gas in her backyard. Experts said a **spark from a water heater would have ignited a deadly explosion**.

--August 26, 2015, San Jose, Ca: Five businesses were destroyed by a **car crash puncturing a natural gas line**.

--April 17, 2015, Fresno, CA: One person was killed and eight people were injured when **excavation activity by a large, earth-moving tractor punctured a 12-inch PG&E transmission gas pipeline** while on a steep slope during excavation. Fireball went 150 feet in the air. One fatality and entire work crew fifty feet away suffered critical and serious injuries. 400 feet of train tracks were warped by the heat. **Operator error was cited** by the state as to the cause of the explosion.

--March 3, 2014, Carmel, CA: Home exploded due to **PG&E crew working on four-inch gas pipeline** using faulty PGE records. Crew escaped injuries due to standing behind a truck. **PG&E allowed dangerous leak to persist** without calling 911 for 30 minutes, when leak exploded. Crew did not have proper equipment to stop leak; which took one hour to halt. Area not evacuated prior to explosion. House was destroyed. **Shrapnel and debris were hurled into neighboring houses**. People walking by were showered with debris. Nearby house windows were blown out by shock waves. PG&E fined \$10.8 million dollars.

--Post March 3, 2014, Carmel, CA: **Five pipeline accidents subsequent to the Carmel March 14th explosion "have shaken our confidence in the company's commitment to safety..."**, according to then Carmel mayor Jason Burnett, "despite PG&E's lip service and empty promises." Two examples: A **gas leak at a major hotel took PG&E five hours to respond**. At another hotel, **third-party crews hit a gas pipe** that sent a 20-foot gas cloud into the air. PG&E crews took one hour to stop the leak.

--July 13, 2013, Mountain View, CA: **PG&E welding crews accidentally melted** an "unmapped" plastic insert in a steel pipe. Leak forced evacuations. **PG&E recently conceded it has lost 12 years of gas-line paper repair records** for the South Bay.

--January 13, 2012, Rio Vista, CA: **8-inch pipeline exploded** in field.

--June, 2012, Morgan Hill, CA: **Contractor accidentally hit gas distribution pipeline** on Main Street line that caused evacuations due to leak. **PG&E worker was blamed for mistakenly identifying pipeline** as decommissioned.

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--October, 2012, Milpitas, CA: **Error in PG&E records caused PG&E replacement crew to accidentally turn off gas valve.** Gas lost to 1,000 homes for 12 hours.

--November 20, 2012, Madera, CA: **Heavy equipment operator accidentally punctured a 12-inch transmission pipeline.** Houses and businesses were evacuated. Adjacent highway shut down for hours.

--August 31, 2011, Cupertino, CA: **Condo gutted after faulty plastic pipeline fitting filled garage with gas.** Six other plastic pipe failures were found near blast site. According to a Wikipedia list of pipeline accidents, PG&E has 1,231 miles of pre-1973 defective plastic pipes that federal regulators have singled out as being at risk of failing. **50 people have died in accidents caused by this type of defective plastic pipe since 1971.**

--Sept. 7, 2011, San Francisco, CA: **Construction crew ruptured a 10-inch gas pipeline at Post and Mason,** shutting down the neighborhood.

--Sept. 9, 2010, San Bruno, CA: High Consequence Area **catastrophic explosion** resulted in eight deaths, numerous burn victims, 38 houses destroyed. **PG&E's faulty record keeping, bad welds, response errors -- the list goes on -- caused catastrophic explosion.**

13) Liability and Maintenance issues

[See Appendix B for email exchange concerning agencies involved in the ROW approval process.]

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Appendix A

In the Recordkeeping Violations Decision, the CPUC found that PG&E committed 33 violations, many of them continuing for years, for a total of 350,189 days in violation. These violations are:

1. PG&E's lack of accurate and sufficient records to determine whether it had used salvaged pipe in Segment 180 impacted its ability to safely maintain and operate this segment in violation of Pub. Util. Code § 451. (Felts Violation 1) **This violation ran from 1956 to September 9, 2010.**
2. PG&E violated Pub. Util. Code § 451 for failing to retain the necessary design and construction records in Job File GM 136471 for the construction of Segment 180. (Felts Violation 2) This violation ran from 1956 to September 9, 2010.
3. PG&E violated ASME B.31.8 § 841 and Pub. Util. Code § 451 for failing to perform a post-installation pressure test on Segment 180 and retaining the record of that test for the life of the facility. (Felts Violation 3) This violation ran from 1956 to September 9, 2010.
4. PG&E violated Pub. Util. Code § 451 by increasing the MAOP of Line 132 from 390 psi to 400 psi without conducting a hydrostatic test. (Felts Violation 4) This violation ran from December 10, 2003 to September 9, 2010.
5. PG&E violated Pub. Util. Code § 451 by operating Line 132 above 390 psi on December 11, 2003, December 9, 2008 and September 9, 2010 without having records to substantiate the higher operating pressure. (Felts Violation 11) These constitute three separate violations. The first violation ran from December 11, 2003 to September 9, 2010; the second violation ran from December 9, 2008 to September 9, 2010; and the final violation occurred on September 9, 2010.
6. PG&E violated Pub. Util. Code § 451 by failing to provide the proper clearance procedures for work performed at the Milpitas Terminal on September 9, 2010. (Felts Violation 5) This violation ran from August 27, 2010 to September 9, 2010.
7. PG&E violated Pub. Util. Code § 451 by failing to have accurate drawings and computer diagrams of the Milpitas Terminal. (Felts Violation 7) This violation ran from December 2, 2009 to July 2011.
8. PG&E violated Pub. Util. Code § 451 by failing to have accurate Supervisory Control and Data Acquisition System (SCADA) diagrams. (Felts Violation 7 and 9) This violation ran from December 2, 2009 to October 27, 2010.
9. PG&E violated Pub. Util. Code § 451 by failing to have the necessary backup software readily available at the Milpitas Terminal on September 9, 2010. (Felts Violation 8) This violation occurred on September 9, 2010.
10. PG&E's October 10, 2011 data response about the video recording for Camera 6 misled Commission staff and impeded their investigation into the San Bruno explosion. (Felts Violation 13) This is a violation of Rule 1.1 of the Commission's Rules of Practice and Procedure.
11. PG&E violated Rule 1.1 by misleading CPSD in two separate data responses regarding personnel present at the Milpitas Terminal who were working on the pressure problem on September 9, 2010. (Felts Violation 14) The first violation occurred on October 10, 2011, PG&E's response to DR 30, Q 8.d; the second violation occurred on December 17, 2011, PG&E's response to DR 30, Q 2. Both violations ran until January 15, 2012.
12. PG&E's recordkeeping practices with respect to Job Files adversely impacts its ability to operate its gas transmission pipeline system in a safe manner and violates Pub. Util. Code § 451. (Felts Violation 16) This violation ran from 1987 to December 12, 2012.
13. PG&E has failed to retain pressure test records for all segments of its gas transmission pipeline system as required by Pub. Util. Code § 451, ASME B.31.8, GO 112 through 112-B and PG&E's internal records retention policies. (Felts Violation 18) This violation ran from 1956 through December 20, 2012.
14. PG&E violated ASME B.31.8 § 828.2, GO 112 through 112-B § 206.1, 49 CFR 192.241 and 192.243

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and PG&E's Standard Practice 1605 by failing to retain weld inspection reports. (Felts Violation 19) This violation ran from 1955 through December 20, 2012.

15. PG&E violated Pub. Util. Code § 451 for failing to maintain records necessary to ensure the safe operations of its gas transmission pipeline system by failing to create and retain operating pressure records over the life of the pipe. (Felts Violation 20) This violation ran from 1955 to December 17, 2004.

16. Starting in 1955, inaccurate and incomplete data in PG&E's leak reports would prevent PG&E from operating its gas transmission pipeline system safely, as required by Pub. Util. Code § 451. (Felts Violations 21 and 22) This violation ran from 1955 to December 20, 2012.

17. PG&E violated Pub. Util. Code § 451 by failing to retain records of reconditioned and reused pipe in its transmission pipeline system. (Felts Violation 23) This violation ran from 1940 to December 20, 2012.

18. PG&E violated Pub. Util. Code § 451 by failing to ensure the accuracy of data in its Geographic Information System (GIS) system and assuming values for missing data that were not conservative. (Felts Violation 24) This violation ran from 1995 to December 20, 2012.

19. PG&E violated Pub. Util. Code § 451 because its ability to assess the integrity of its pipeline system and effectively manage risk is compromised by the availability and accuracy of its pipeline data. (Felts Violation 25) This Violation ran from December 17, 2004 to December 20, 2012.

20. PG&E violated Pub. Util. Code § 451 for failing to retain a metallurgist report concerning a 1963 fire and explosion on Line 109 caused by a failure in a circumferential weld. (Felts Violation 27) This violation ran from 1963 to December 20, 2012.

21. The shortcomings in PG&E's records management activities has resulted in PG&E's inability to operate and maintain PG&E's gas transmission line in a safe manner and violate Pub. Util. Code § 451; GO 112 through 112-B, Section 107; ASME B.31.8. (Duller/North Violation A.1) This violation ran from 1955 to December 20, 2012.

22. PG&E violated ASME B.31.8 § 851.5 by failing to retain records of Leak Survey Maps for as long as the line remains in service. (Duller/North Violation B.1) This violation ran from April 16, 2010 to December 20, 2012.

23. PG&E violated ASME B.31.8 § 851.5 by failing to retain records of Line Patrol Reports for as long as the line remains in service. (Duller/North Violation B.2) This violation ran from September 1, 1964 to December 20, 2012.

24. PG&E violated ASME B.31.8 § 851.5 by failing to retain records of Line Inspection Reports as long as the line remains in service. (Duller/North Violation B.3) This violation ran from December 17, 1991 to December 20, 2012.

25. PG&E violated ASME B.31.8 § 851.417 by failing to retain pressure test records for the useful life of the pipeline. (Duller/North Violation B.4) This violation ran from September 1, 1964 to December 20, 2012.

26. PG&E violated ASME B.31.8 § 851.5 by failing to retain records of transmission line inspections for as long as the line remains in service. (Duller/North Violation B.5) This violation ran from September 1, 1964 to December 20, 2012.

27. PG&E violated 49 CFR 192.13(c) for failing to comply with its internal records retention policies. (Duller/North Violation B.6) This violation ran from 1955 to December 20, 2012.

28. PG&E violated Pub. Util. Code § 451 by failing to identify and include in the Gas Pipeline Replacement Plan (GPRP) all pipe segments with unusual longitudinal seams and joints. (Duller/North Violation C.1) This violation ran from June 1988 to December 20, 2012.

29. PG&E violated Pub. Util. Code § 451 because missing and inaccurate pipeline records prevented PG&E from properly identifying and replacing those pipelines that were prone to damage during severe earthquakes. (Duller/North Violation C.2) This violation ran from June 1992 to December 20, 2012.

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

30. PG&E violated Pub. Util. Code § 451 for failing to maintain a definitive, complete and readily accessible database of all gas leaks for their pipeline system. (Duller/North Violation C.3) This violation ran from 1957 to December 20, 2012.

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

Appendix B

From: "Shah, Rahul (DPW)" <Rahul.Shah@sfdpw.org>
To: barbara underberg <bjunderberg@yahoo.com>
Cc: Kathy Angus <kathyangus@comcast.net>; "Fong, Lynn (DPW)" <Lynn.Fong@sfdpw.org>
Sent: Friday, June 24, 2016 12:18 PM
Subject: RE: 3500 Block Folsom Street Right-of-Way

Hi Barbara,

It is important to keep in mind what Public Works' review entails.

CPUC compliance is verified by SFPUC, and if SFPUC approves, CPUC guidelines are being met.

We only review the right-of-way. Rec. and Park property cannot be reviewed by Public Works. Any modifications to Rec. & park property requires approvals from Rec. and park.

Maintenance is tied to the property, and maintenance responsibility may only be transferred if authorized by Public Works. If there is new ownership, the encroachment is recorded to the title of the property, so any subsequent owners are responsible for maintenance and should be aware before purchasing the property since it is recorded on the title.

The project sponsor is responsible for construction, but if something were to happen, I am certain other parties including OSHA would become involved and perform an investigation, so I cannot fully answer this question since there are several variables that may affect the distinguishing of responsibility.

All construction liability will follow standard construction requirements and necessary inspection practices, and all OSHA requirements are required to be met.

The proposal, if a Major Encroachment, ultimately goes to SFMTA and the traffic review team for review and a final decision.

The receptacle location will need to be coordinated with Recology. All guidelines of maintaining path of travel in the public right-of-way will apply. SFMTA is responsible for any obstruction to vehicular access.

Rahul

From: barbara underberg [<mailto:bjunderberg@yahoo.com>]
Sent: Friday, June 24, 2016 11:56 AM
To: Shah, Rahul (DPW)
Cc: Kathy Angus; Fong, Lynn (DPW)
Subject: Re: 3500 Block Folsom Street Right-of-Way

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

Thanks, Rahul, for this helpful information -- which leads me to additional questions:

Due to the presence of the 26" gas transmission pipeline, is the CPUC involved in any part of the review process?

Due to the proposed stairway through SF Rec & Park property, will they also be involved in the review process?

What happens to the maintenance responsibility of the Major Encroachment Permit incurred by the project sponsor, if he subsequently sells his property? Does it transfer to the new owner?

Due to the roadway design and alignment, it will not cover and protect the 26" gas pipeline. Who is liable in the event of a pipeline incident resulting from inappropriate usage of the area above the pipeline over time (e.g., repeated incursions of heavy equipment or vehicles on the unpaved portion)?

Is any agency responsible for taking into account the effects of the roadway design on the surrounding neighborhood (not just the mechanics of making the proposed street passable)? The design of the roadway will have a significant traffic impact on the functioning of the intersection at Folsom and Chapman Streets, which due to topography is the main access point to 28 homes bounded by Chapman, Folsom, Nevada Streets and Bernal Heights Boulevard.

This last issue by itself merits a larger discussion, but to cite just one example of concern: the design does not accommodate 24 garbage/recycling/compost bins to be set out weekly for collection (anticipating the eventual development of all eight lots in this block -- two existing residences, six undeveloped to-date). Where will they go? Due to the proposed 37% grade, Recology will not drive on this block. If the bins are placed at the bottom of the proposed roadway, they will obstruct this critical intersection.

Again, thanks for your help.

Regards,

Barbara Underberg

From: "Shah, Rahul (DPW)" <Rahul.Shah@sfdpw.org>

To: barbara underberg <bjunderberg@yahoo.com>

Cc: Kathy Angus <kathyangus@comcast.net>; "Fong, Lynn (DPW)" <Lynn.Fong@sfdpw.org>

Sent: Friday, June 24, 2016 8:18 AM

Subject: RE: 3500 Block Folsom Street Right-of-Way

Hi Barbara,

I apologize for the delay. At this time, the status has not changed much since we last spoke. I have received a tentative approval from the Streets and Highways Division regarding the proposed grading of the roadway. However, they are still required to satisfy SFPUC requirements, SFFD requirements, and obtain the proper information from PG&E regarding the main. I have not seen these yet, and so they are unable to move forward at this point. I know they are currently working with Planning, but I am uncertain at exactly what stage they stand except that the CEQA clearance is being re-reviewed.

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

In regards to the Public Works process, in this case, they will need to obtain consent from each fronting property owner on that block since the fronting property owner will become responsible for the improvements up to the centerline for the width of their respective frontages. If they are unable to obtain consent, a Major Encroachment Permit is required which places the maintenance responsibility solely on the project sponsor. In this case, all relevant City agencies (e.g Planning, SFPUC, SFFD, SFMTA, etc.) review the project and must provide approval. There is then a Public Hearing held By Public Works, and if the Director determines it can move forward, it will go to the Board of Supervisors who will ultimately determine if this may be approved. The Board of Supervisors meetings are public and also allow for public comment.

At this point, since I have not seen any significant changes and because the development team is still working on obtaining necessary approvals, I do not think a meeting would be a good use of time. I hope this helps provide some clarity.

Thank you,

Rahul Shah, P.E.

Assistant Engineer
Bureau of Street-Use & Mapping
San Francisco Public Works
City and County of San Francisco

1155 Market St. 3rd Fl
San Francisco, CA 94103
(415) 554-5811
sfpublicworks.org · twitter.com/sfpublicworks

From: barbara underberg [<mailto:bjunderberg@yahoo.com>]

Sent: Thursday, June 23, 2016 1:57 PM

To: Shah, Rahul (DPW)

Cc: Kathy Angus

Subject: 3500 Block Folsom Street Right-of-Way

Hi Rahul,

To clarify the message I left you a few weeks ago, these are some of the questions we have:

What is the status of plans for the right-of-way of the 3500 block of Folsom Street?
Could you please refer us to information regarding the approval process for changes to public rights-of-way, in general?
Would it be helpful to meet about this?

Thanks, in advance, for any information you can provide.

Regards,
Barbara Underberg

<image001.jpg>

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

Appendix C – Selected Related Newspaper Articles

Chronicle (primarily Jaxon Van Derbeken and Bob Egelko) reporting on San Bruno and other PG&E gas related stories:

<http://www.sfchronicle.com/sanbrunoblast/>, primarily Jaxon Van Derbeken and Bob Egelko reporting on San Bruno and other PG&E gas related stories.

<http://www.sfchronicle.com/bayarea/article/Judge-asked-to-fine-PG-E-112-million-for-Carmel-6861837.php>, 2/29/16, updated 3/3/16

<http://www.sfchronicle.com/news/article/Carmel-fears-PG-E-tampered-with-records-in-2014-6764498.php>, 1/16/16

<http://www.sfchronicle.com/news/article/State-blames-Fresno-County-for-fatal-gas-line-6799536.php>, 2/1/16

From the SF Bay Guardian archives:

<https://issuu.com/sf.guardian/docs/45.23>, see page 12 for the article "For safety's sake, Gaps in PG&E pipeline info could carry implications for land-use decisions" by Rebecca Bowe dated March 9-15, 2011

<https://issuu.com/sf.guardian/docs/48.28>, see page 15 for the article "PG&E Indictment Falls Short" by Steven T. Jones dated April 9-15, 2014

Jaxon Van Derbeken reports (previously with the Chronicle, with NBC Bay Area as of 3/14/16):

<http://www.nbcbayarea.com/news/local/PGEs-Assessment-of-San-Bruno-Pipeline-Challenged-385276591.html>, 7/1/16 (excerpt, trial coverage):

Federal regulations preclude using corrosion only methods on gas lines with histories of seam weld failures or leaks.

Prosecutors highlighted a 2008 exchange between Aguiar and a supervisor in the integrity management division triggered when Aguiar blamed weld failure for a 2006 leak that sprung just after PG&E used the corrosion method to declare a gas line safe.

That supervisor, Bill Manegold, warned Aguiar to "watch" what he wrote as an inspection "process that walks right over active leaks and declares pipes safe is not a process I want to advertise too loudly."

Aguiar said no one was "advertising" the method could detect weld flaws.

"We are advertising that we've assessed the pipe and it is fit for service," Manegold shot back, adding that the leaks -- like the one found in 2006 on a girth weld -- "are not minor."

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

<http://www.nbcbayarea.com/news/local/Pipeline-Test-Records-Missing-Key-Data-in-PGE-Case-385117511.html>, 6/30/16 (excerpts, trial coverage):

Some of the pipeline test records that PG&E hoped would vindicate the company from federal pipeline safety charges actually are missing key data required by federal law to validate them, a company engineer acknowledged in the federal trial Thursday.

Many of the reports dated to after September 2010 San Bruno gas pipeline explosion. She asked whether the company launched a large-scale test effort in 2011. “Yes we did,” he said, and he also acknowledged that several lines – a total of ten, according to prosecutors – had failed those tests.

Earlier, Hoffman showed Arnett some emails in which engineers declared it would simply be “too expensive” to test pipelines with missing records.

<http://www.nbcbayarea.com/news/local/PGE-Failed-to-Follow-Agency-Guidance-on-Pipeline-Safety-Testimony-383884691.html>, 6/22/16 (excerpt, trial coverage):

A U.S. pipeline safety agency engineer testified Tuesday that the agency's website offers specific instructions about what utilities should do to inspect pipes following pressure surges, something prosecutors say the utility failed to mind so as to maximize profits.

<http://www.sfgate.com/crime/article/PG-E-management-allegedly-ordered-papers-6754580.php>, Chronicle 1/12/16 (excerpt, pre-trial coverage):

A former Pacific Gas and Electric Co. official hired after the San Bruno gas-pipeline explosion to clean up the company's records said management ordered her to destroy documents, and that she found a telltale preblast analysis of the pipe in the garbage, according to a federal court filing.

<http://www.sfgate.com/bayarea/article/PG-E-s-shady-conduct-hindered-probe-6501122.php>, Chronicle 9/14/15 (excerpt, pre-trial coverage):

. . . new court filings that shed light on prosecutors' decision to seek a criminal obstruction-of-justice case against the company.

“PG&E really stood out as a company that was not forthcoming and lacked cooperation,” Ravi Chhatre, lead investigator in the San Bruno case for the National Transportation Safety Board, told a team of federal investigators and prosecutors last year, the documents show.

<http://www.sfchronicle.com/news/article/Five-years-after-San-Bruno-PG-E-s-gas-safety-6491783.php>, 9/8/15, updated 9/9/15 (excerpt):

Five years after the catastrophic San Bruno blast, Pacific Gas and Electric Co. still accounts for the bulk of gas safety violations in California and nearly all the regulatory fines levied by the state, leaving regulators struggling to find ways to hold the company more accountable.

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

<http://www.sfchronicle.com/bayarea/article/State-considers-safety-audit-of-PG-E-6449751.php>,
8/17/15 (excerpt):

Nearly five years after the San Bruno gas pipeline explosion, state regulators called Monday for a \$2 million utility-financed investigation into whether Pacific Gas and Electric Co. is putting enough emphasis on safety.

<http://www.sfchronicle.com/news/article/Regulator-s-gas-safety-efforts-lag-since-PG-E-6195293.php>,
4/12/15 (excerpt):

The California Public Utilities Commission's gas safety enforcement efforts have deteriorated since the deadly 2010 pipeline explosion in San Bruno, undermined by an atmosphere of mistrust in the agency, outmoded technology and a lack of vision among top officials, according to a scathing new audit.

<http://www.sfchronicle.com/news/article/U-S-safety-board-says-agency-overseeing-6044595.php>,
1/27/15 (excerpt):

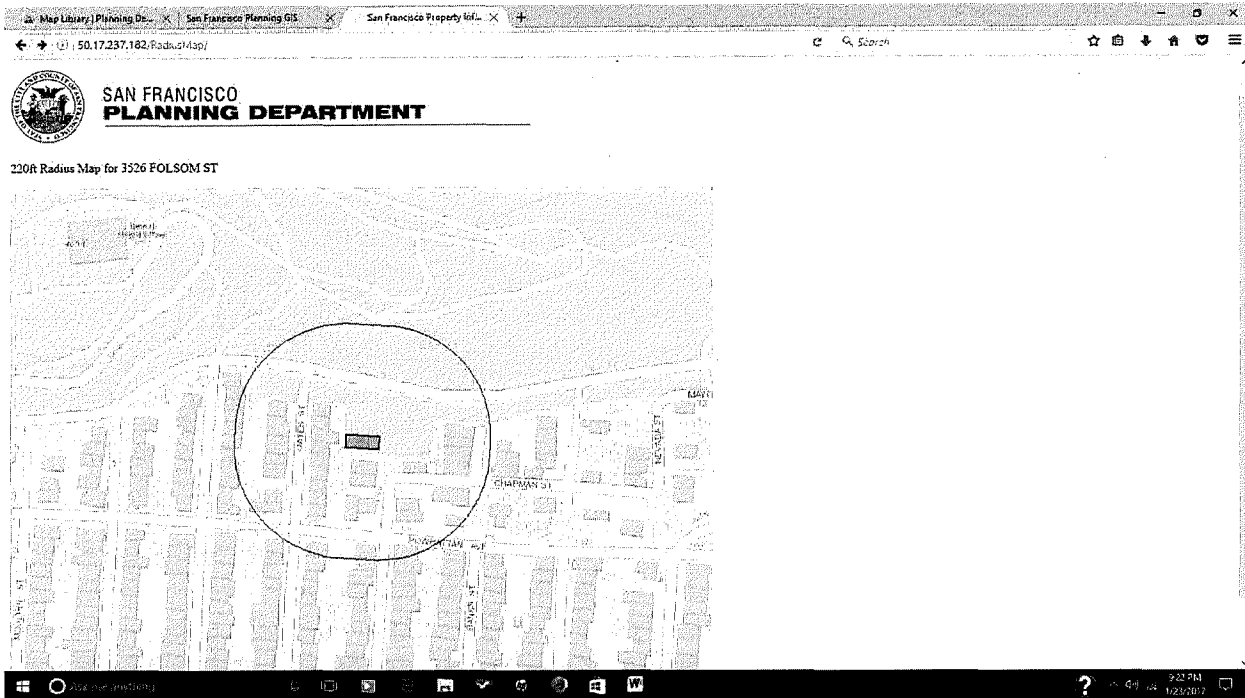
The federal pipeline agency responsible for preventing disasters such as the 2010 natural gas explosion in San Bruno needs to strengthen its enforcement efforts, the National Transportation Safety Board said Tuesday.

<http://www.sfchronicle.com/news/article/State-PUC-blistered-in-audit-for-slow-sloppy-6001010.php>,
1/8/15 (excerpt):

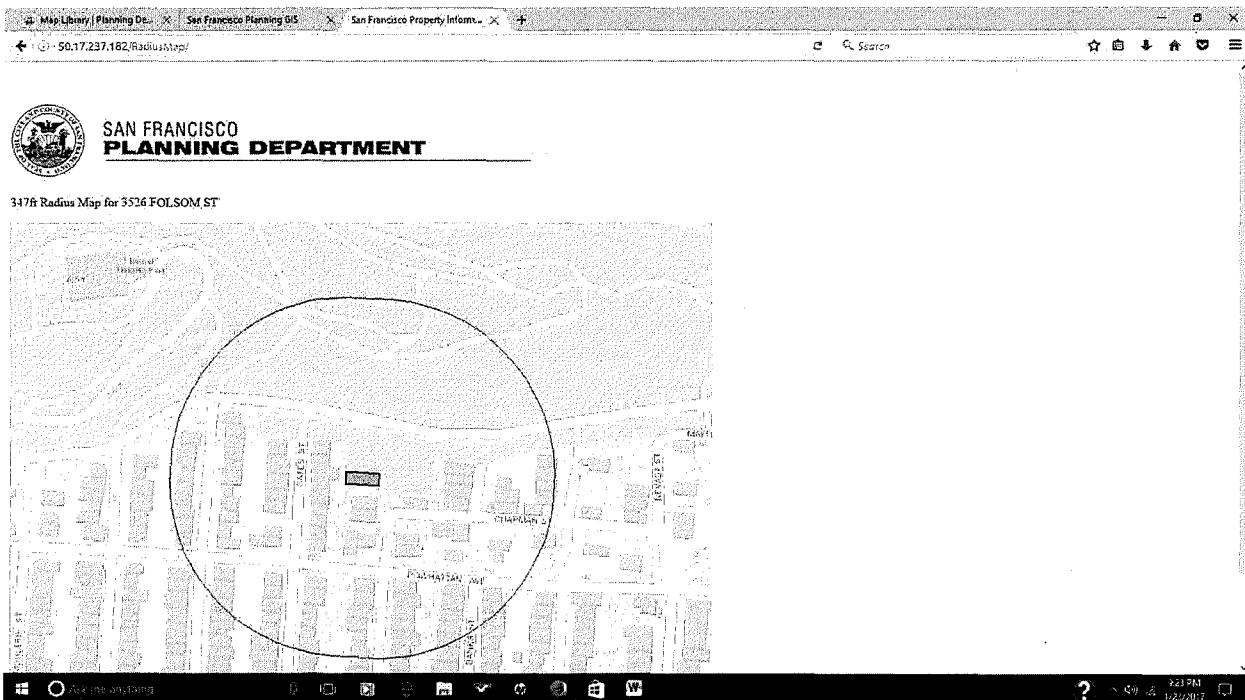
The state agency responsible for ensuring Pacific Gas and Electric Co. and other utilities operate their natural-gas systems safely has a two-year backlog of unfinished investigations, and its probes are often poorly documented and seldom result in penalties against the companies, a federal audit has found.

CEQA Appeal PG&E Pipeline Safety Issues – 3516-3526 Folsom Street

Appendix D – Potential Impact Radii



Potential Impact Radius of 220 feet, based on MAOP of 150 psig.



Potential Impact Radius of 347 feet, based on MAOP of 375 psig.

ZACKS, FREEDMAN & PATTERSON
A PROFESSIONAL CORPORATION

BOARD OF SUPERVISORS
SAN FRANCISCO

2016 JUN -3 PM 3:49

BY _____

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
Facsimile (415) 288-9755
www.zfplaw.com

June 3, 2016

VIA HAND DELIVERY

President London Breed
c/o Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383E
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear President Breed and Honorable Members of the Board of Supervisors:

This office represents neighbors of the proposed project at 3516-3526 Folsom Street (BPA Nos. 2013.12.16.4318 & 2013.12.16.4322, the "Project"). The appellants—Bernal Heights South Slope Organization, Bernal Safe & Livable, Neighbors Against the Upper Folsom Street Extension, Marcus Ryu, and Ann Lockett—oppose the above-captioned Project, *inter alia*, on the grounds that the Project's categorical exemption ("CatEx") determination violates the California Environmental Quality Act ("CEQA").

Pursuant to San Francisco Administrative Code Section 31.16, Appellants hereby appeal the March 26, 2014 CatEx determination. A true and correct copy of the determination is attached hereto as **Exhibit A**. True and correct copies of the proposed Project plans are attached hereto as **Exhibit B**. A copy of this letter of appeal will be concurrently submitted to the Environmental Review Officer.

This appeal is supported by a large number of community organizations and hundreds of neighbors. True and correct copies of letters of support for this appeal, and in opposition to the Project, are attached as **Exhibit C**—including the Sierra Club and the Bernal Heights Democratic Club.

The Project received a CatEx under CEQA Guidelines Section 15303(a), a "Class 3 exemption" for "construction of up to three single-family residences." However, Class 3 exemptions "are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant." Cal. Code Regs. tit. 14, § 15300.2(a). Moreover, "[a]ll exemptions

for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.” Cal. Code Regs. tit. 14, § 15300.2(b). Lastly, “[a] categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.” Cal. Code Regs. tit. 14, § 15300.2(c).

This Project is not merely the construction of two single-family homes. The Project Site is unusual and highly sensitive to environmental impacts—located over one of San Francisco’s three primary natural gas transmission lines, inaccessible to emergency response vehicles, adjacent to the Bernal Heights Community Garden, including a proposal for the steepest street with driveways in the City, and with utilities to be installed for *six* houses.

The Project implicates a number of adverse environmental impacts beyond what would usually be expected from the construction of two single-family homes, including but not limited to:

- The Project ultimately consists of six new single-family residences. It includes two proposed houses with a new street adjoining four additional undeveloped lots. Property owners of the other undeveloped lots have publicly stated their intent to build houses on these properties once the Project is approved, and the Project proposes to install utilities to the six vacant lots for that purpose.
- The proposed Project is in a hazardous area, including one of the City’s three primary gas transmission lines. This rare locale is unlike other sites where the City’s gas transmission pipelines run. In 1989, the Department of Public Works replied to an inquiry by stating, “It was too dangerous to ever develop.” It is the only High-Consequence Risk Area in San Francisco where a vintage, 26-inch PG&E gas transmission pipeline is unprotected by asphalt—shallowly buried under soil at an undetermined depth—for 125 feet as it runs up a steeply pitched hillside before it reenters the protection of an asphalt street-cover on Bernal Heights Boulevard. The cumulative effects of six new houses, a new non-conforming street, and repeated earth moving equipment next to, over, and near the aging pipeline on a radically steep slope pose a significant threat to public safety.
- According to UC Berkeley pipeline safety expert Professor Robert Bea, the list of concerns regarding this particular section of PG&E Gas Transmission Pipeline 109 is “identical” to the causes leading to the San Bruno explosion.
- PG&E’s troubling pattern of lost records, credibility, and misinformation poses a significant concern given the unique location of this section of PG&E Gas Transmission Pipeline 109. PG&E has failed to produce records of original welds and past maintenance—all precipitating reasons behind the catastrophic San Bruno blast. Although PG&E maintains there has been regular surveillance of this undeveloped area

for hazardous encroachments, a large pine tree grows directly over the pipeline—violating PG&E’s own pipeline-safety guidelines.

- PG&E’s maintenance efforts do not ensure against accidental rupture due to earth movement during construction, a common cause of pipeline explosions. The transmission pipeline has a reduced pressure load due to concerns about its age and integrity. PG&E has failed to produce records of original welds and past maintenance, which would determine if the pipeline could better withstand earth-movement construction activity and heavy-duty equipment in close proximity and moving directly over it.
- The Project’s sidewalk and landscape plans violate PG&E’s Safety Guidelines by proposing to plant trees directly over the pipeline. According to a study commissioned by PG&E, 90 percent of all trees growing within five feet of pipelines cause damage to a pipeline’s protective covering, underscoring the Planning Department’s disregard for the Project’s safety impacts.
- The Project’s proposed steep street poses a significant public safety threat because it cannot be graded down to allow for emergency vehicle access, due to the pipeline’s location. The pitch of the street will likely be greater than 37 percent due to clearance requirements between transmission pipelines and utilities, making it among the steepest urban streets in the world. It is substandard in width, yet it includes no turnaround.
- The Project Site’s proposed steep street presents a significant threat to drivers and residents. It is too pitched and too narrow for cars to turn around. Vehicles will have to back down into a blind residential intersection. It is located on a major cross-City thoroughfare, Folsom Street. Drivers often drive up this part of Folsom Street in the mistaken belief it will take them directly downtown.
- The two existing homes’ driveways and parking (located below the Project Site) will be functionally eliminated, as the new street extension will cut through them at an incompatible slope and elevation. Likewise, the proposed new houses lack functional parking due to the proposed street’s nonconformities. The Project’s steep street plans contain dangerous break-over angles and nonfunctional access to the existing and proposed garages. The result will be a substantial impact on community parking and traffic. Additionally, senior residents who rely on their homes’ existing off-street parking will lose their mobility.
- The proposed street will not be an “accepted” street by the City but rather will require maintenance by the existing fronting homeowners—who do not want the street or the related liability. Liability issues and future responsibility for maintenance are unclear in cases of accidents caused by the steepness of the street and sidewalk.

Hon. London Breed

June 3, 2016

Page 4

- The Projects have no on-street parking; the cumulative effects of eight houses in a row with no on-street parking and no functional off-street parking will be seriously detrimental to the traffic and parking in this area of congested narrow streets. Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street—blocking both the intersection of Chapman and Folsom Streets and access to Upper Banks, Nevada, Prentiss, and Chapman Streets. This is the only viable vehicular entry to the houses in this area. The other, via Prentiss Street, is so steep that fire trucks, construction vehicles, and delivery trucks often get stuck using it.
- Bernal Heights Park’s limited public parking—and the Community Garden’s parking, adjacent to the Project along Bernal Heights Boulevard—will be significantly impacted by construction and delivery parking, as well as residents’ and visitors’ parking.
- The Project will cast significant shadow on the Bernal Heights Community Garden and will block light to adjacent properties.
- The Project’s lack of on-street parking will significantly impact the “wheel-chair friendly” status of Bernal Heights Park. This particular area on Bernal Heights Boulevard will become permanent parking for the Project’s residents, visitors, delivery trucks, and additional cars. There is already limited available flat parking space for the wheel-chair-enabled to park.
- The Project’s lack of planning for garbage, recycling, and compost pickup will create a significant public health impact. Although not provided for in the Project, pickup will likely be located far below on the sidewalk at the bottom of the proposed new street—in front of current residents’ homes on Folsom and Chapman.
- Drainage, including run-off from the Community Garden at the top of the Project area, will be significantly impacted by the introduction of the proposed street.
- The Project would create a wall blocking significant public vistas from Bernal Heights Boulevard.
- The Project does not comply with existing law or design guidelines, including but not limited to the East Slope Design Guidelines governing articulation, massing, privacy, and setbacks. For this reason, the East Slope Design Review Board filed a request for Discretionary Review of the Project with the Planning Commission. In total, the Project was subject to 19 requests for Discretionary Review.
- If allowed to proceed without the legally required environmental review, the Project will forever alter the unique, rural and special character of this particular piece of

Hon. London Breed
June 3, 2016
Page 5

undeveloped land. The effect will be to ruin, negate and destroy the neighborhood's distinctive natural beauty, in violation of applicable law.

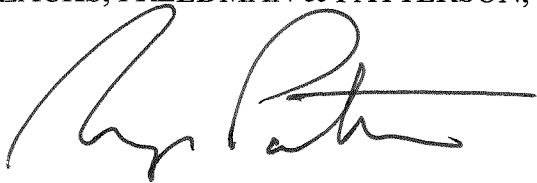
The Project is not rightly subject to a CatEx under Guidelines Section 15303(a) because the Project will likely have significant unmitigated environmental impacts that have not been analyzed by the City. While the CatEx states that "there are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect," the CatEx solely evaluated geotechnical impacts. It contained no review whatsoever of the other significant adverse impacts and is therefore fatally defective.

Appellants reserve the right to submit additional written and oral comments, bases, and evidence in support of this appeal to the City up to and including the final hearing on this appeal and any and all subsequent permitting proceedings or approvals for the Project. Appellants request that this letter and exhibits be placed in and incorporated into the administrative record for Case No. 2013.1383E.

Appellants respectfully request that the Board of Supervisors revoke the CatEx determination and require further environmental review pursuant to CEQA. If the CatEx determination is upheld, Appellants are prepared to file suit to enforce their and the public's rights.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC

A handwritten signature in black ink, appearing to read "Ryan Patterson", with a horizontal line underneath.

Ryan J. Patterson
Attorneys for Marcus Ryu

cc: Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Sarah.B.Jones@sfgov.org

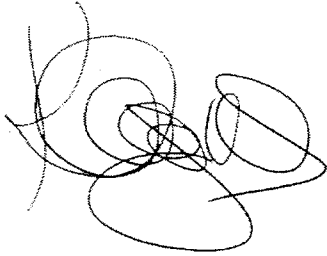
Encl.

June 3, 2016

To Whom It May Concern:

We hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322 (3516-3526 Folsom Street, San Francisco; Case No. 2013.1383E).

Signed,

A handwritten signature in black ink, appearing to be "Kathy Angus", written in a cursive, looped style.

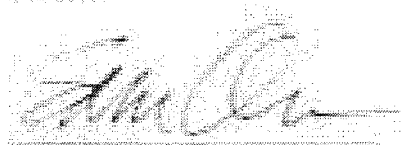
Bernal Heights South Slope Organization
By: Kathy Angus

June 1, 2016

To Whom It May Concern:

We hereby authorize Zacka, Friedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322 (2516-3526 Folsom Street, San Francisco, Case No. 2013.13831).

Signed,



[NAME]

SAM ORR

for

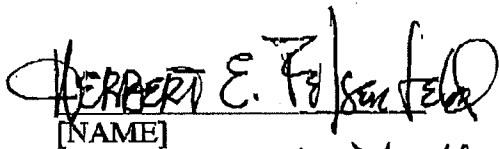
Bernal Safe + Livable

June 1, 2016

To Whom It May Concern:

We hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322 (3516-3526 Folsom Street, San Francisco, Case No. 2013.1383E).

Signed,


[NAME]

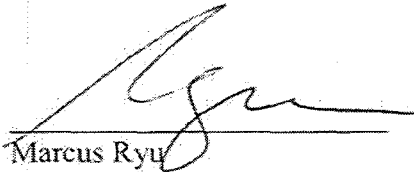
Neighbors Against The Upper Folsom Street Extension

May 31, 2016

To Whom It May Concern:

I hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on my behalf of the CEQA Categorical Exemption Determination for Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322 (3516-3526 Folsom Street, San Francisco; Case No. 2013.1383E).

Signed,

A handwritten signature in black ink, appearing to read 'Ryu', is written over a horizontal line.

Marcus Ryu
55 Gates Street
San Francisco, CA

June 1, 2016

To Whom It May Concern:

We hereby authorize Zacks, Freedman & Patterson, PC to file an appeal on our behalf of the CEQA Categorical Exemption Determination for Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4522 (3516-3526 Polson Street, San Francisco, Case No. 2013.13831.)

Signed:



[NAME]

ANN LEGETT

Exhibit A



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2013.1383E
Project Title: 3516 and 3526 Folsom Street
Zoning: RH-1 (Residential – House, One Family) Use District
40-X Height and Bulk District
Block/Lot: 5626/013 and 5626/014
Lot Size: 1,750 square feet (each lot)
Project Sponsor: Fabian Lannoye, Bluorange Designs, (415)533-0415
Staff Contact: Heidi Kline – (415) 575-9043, Heidi.Kline@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project would allow the construction of two 3,000-square-foot single-family residences on two vacant lots. Each residence would be two stories over a basement and measure 27 feet in height from the lowest to highest portion of the structure. The project is located within the Bernal Heights neighborhood, on the west side of Folsom Street at its terminus west of Chapman Street.

EXEMPT STATUS:

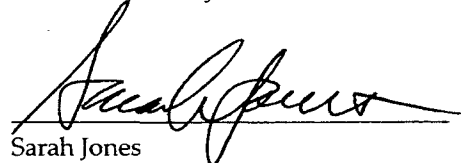
Categorical Exemption, Class 3 (California Environmental Quality Act (CEQA) Guidelines Section 15303(a))

REMARKS:

See next page.

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.



Sarah Jones
Environmental Review Officer

March 26, 2014
Date

cc: Fabian Lannoye, Project Sponsor
Ben Fu, Current Planning

Supervisor David Campos, District 9

Project Approvals

- Zoning Administrator approval of a variance from tandem parking requirements in the Bernal SUD district in Section 242 of the San Francisco Planning Code.
- Building Permit from the San Francisco Department of Building Inspection.

Approval Action: The proposed project is subject to notification under Section 311 of the Planning Code. If discretionary review before the Planning Commission is requested, the discretionary review hearing is the Approval Action for the project. If no discretionary review is requested, the issuance of a building permit by DBI is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS:

Geotechnical. The dimensions of each lot are 25 feet wide by 70 feet deep. Both lots have an approximately 32 percent slope from the north to south side of the lot. Each residence would be constructed on a flat building pad with concrete retaining walls used in the front and rear yard areas to provide access to the garage and create usable outdoor living areas. The buildings would be constructed using a spread footing and/or mat foundation, requiring excavation several feet in depth.

A geotechnical report was prepared for each of the two proposed residences (3516 and 3526 Folsom Street) and includes information gathered from a site reconnaissance by the geotechnical engineer and two soil borings, one on each lot.¹ Both borings encountered 3 to 4 feet of stiff clay and sandy soil over chert bedrock. No groundwater was encountered, though based on the hillside location and soil and bedrock morphology it is possible that groundwater seepage from offsite irrigation could be encountered during excavation on the project site.

The geotechnical reports include the same evaluation and recommendations given the adjacency of the two lots and similar geotechnical/geological site conditions. The project site was evaluated for potential liquefaction, landslides, surface rupture, lateral spreading, and densification and was found to have a low risk. The geotechnical reports indicate the project site is not within an identified landslide or liquefaction zone as mapped by the California Divisions of Mines and Geology.² The project site is in an area that would be exposed to strong earthquake shaking. However, the 2013 San Francisco Building Code (Building Code) requires the Site Classification and Values of Site Coefficients be used in the design of

¹ H. Allen Gruen, *Report Geotechnical Investigation Planned Residence at 3516 Folsom Street*, and *Report Geotechnical Investigation Planned Residence at 3526 Folsom Street*, August 3, 2013. Copies of these documents are available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1383E.

² California Department of Conservation, *Seismic Hazard Zones*, City and County of San Francisco, November 17, 2000. Available online at http://gmw.consrv.ca.gov/shmp/download/quad/SAN FRANCISCO NORTH/maps/ozn_sf.pdf. Accessed December 18, 2013.

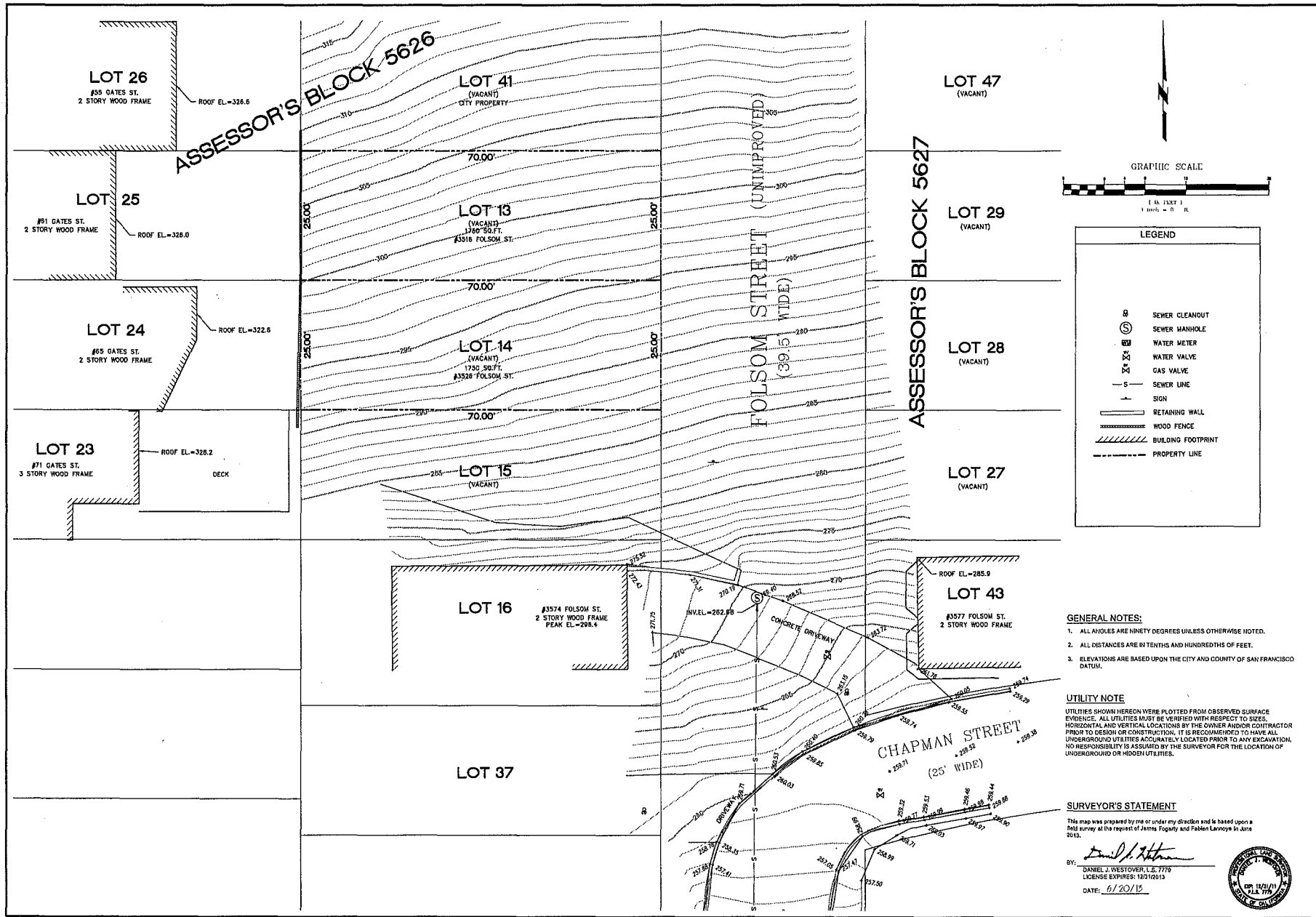
new structures to minimize earthquake damage. The geotechnical reports include seismic design parameters for use in the project design by the structural engineer, in compliance with the Building Code, during the Department of Building Inspection (DBI) building permit plancheck process.

Both geotechnical reports conclude that the proposed improvements could be safely supported using a spread footing and/or mat building foundation, provided adherence to the site preparation and foundation design recommendations included in the reports. The project sponsor has agreed to adhere to the recommendations and incorporate the foundation design parameters into the plans submitted for the building permit plancheck process, subject to final review by DBI. Thus, the proposed project would have no significant geotechnical impacts.

Exemption Class. Under CEQA State Guidelines Section 15303(a), or Class 3(a), construction of up to three single-family residences is exempt from environmental review. The proposed project includes the proposed construction of two 3,000-square-foot single-family residences. In addition, the project site is not located in a particularly sensitive or hazardous area. Therefore, the proposed project would be exempt from environmental review under Class 3(a).

Summary. CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would not have significant geotechnical or other environmental effects. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review.

Exhibit B



334 CLAREMONT BLVD. STE 2
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NO.	DATE	COMMENTS	JOB NO.
1	6/10/2013	DRAWN BY: D.J.W.	13029
2	6/10/2013	CHECKED BY: D.J.W.	
3	6/10/2013	SCALE: 1"=20'	

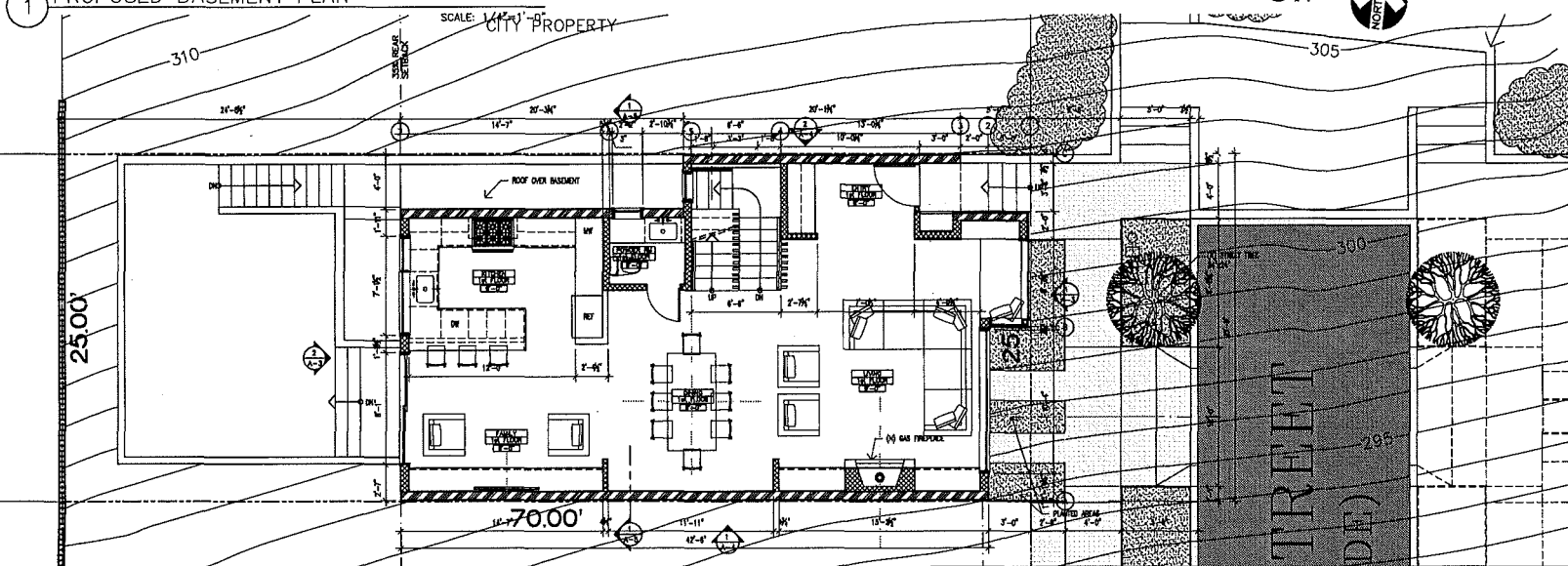
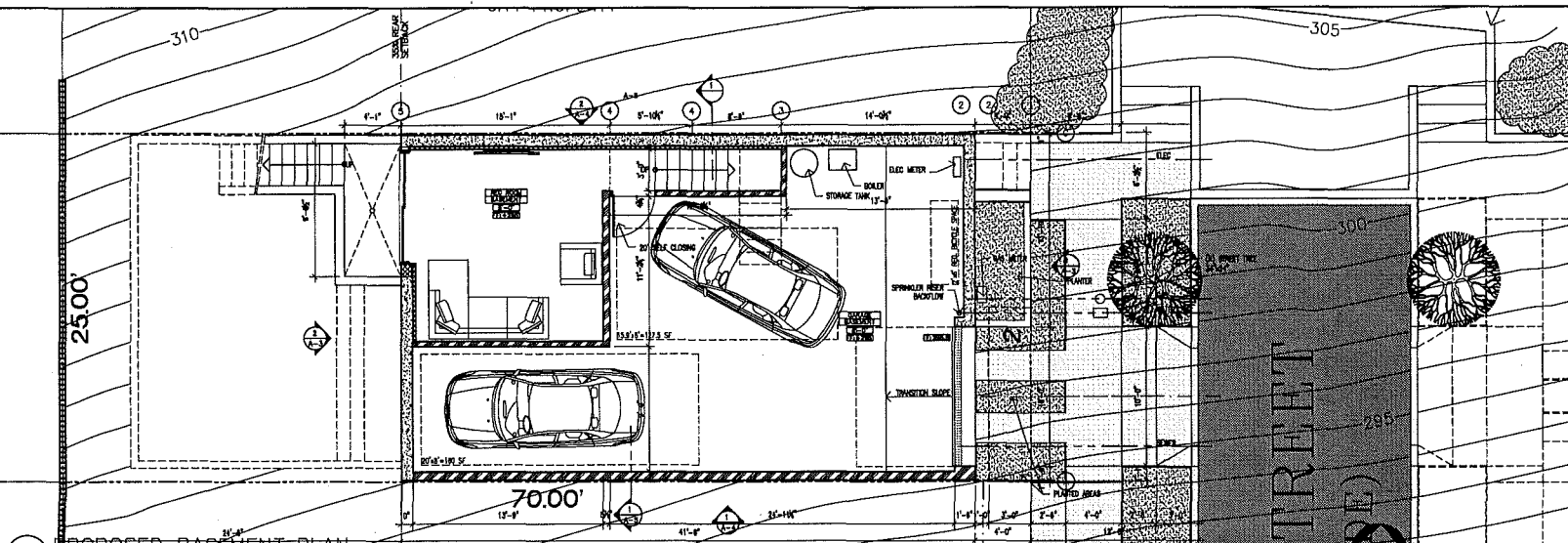
SITE SURVEY
3516 and 3528 FOLSOM STREET
LOTS 13 and 14 OF ASSESSOR'S BLOCK 5626
SAN FRANCISCO, CALIFORNIA

GENERAL NOTES:
1. ALL ANGLES ARE NINETY DEGREES UNLESS OTHERWISE NOTED.
2. ALL DISTANCES ARE IN TENTHS AND HUNDREDTHS OF FEET.
3. ELEVATIONS ARE BASED UPON THE CITY AND COUNTY OF SAN FRANCISCO DATUM.

UTILITY NOTE
UTILITIES SHOWN HEREON WERE PLOTTED FROM OBSERVED SURFACE EVIDENCE. ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZES, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. IT IS RECOMMENDED TO HAVE ALL UNDERGROUND UTILITIES ACCURATELY LOCATED PRIOR TO ANY EXCAVATION. NO RESPONSIBILITY IS ASSUMED BY THE SURVEYOR FOR THE LOCATION OF UNDERGROUND OR HIDDEN UTILITIES.

SURVEYOR'S STATEMENT
This map was prepared by me or under my direction and is based upon a field survey at the request of James Fogarty and Fabien Lacroix in June 2013.
BY: *Daniel J. Westover*
DANIEL J. WESTOVER, L.S. 779
LICENSE EXPIRES: 12/31/2013
DATE: 6/20/13

SHEET
1 OF 1



SYMBOLS / LEGEND	
	NEW CONCRETE
	EXISTING CONSTRUCTION TO BE REMOVED
	EXISTING WALL TO REMAIN
	NEW WALL
	1 HR FIRE RATED WALL (TYP. @ P.L.)
	SOFTIE
	ELEVATION CALL OUT
	ROOM NAME, FLOOR FINISH, CEILING HEIGHT
	ELEVATION MARK
	SECTION MARK
	DOOR TAG
	WINDOW TAG

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fablen@bluorange.com

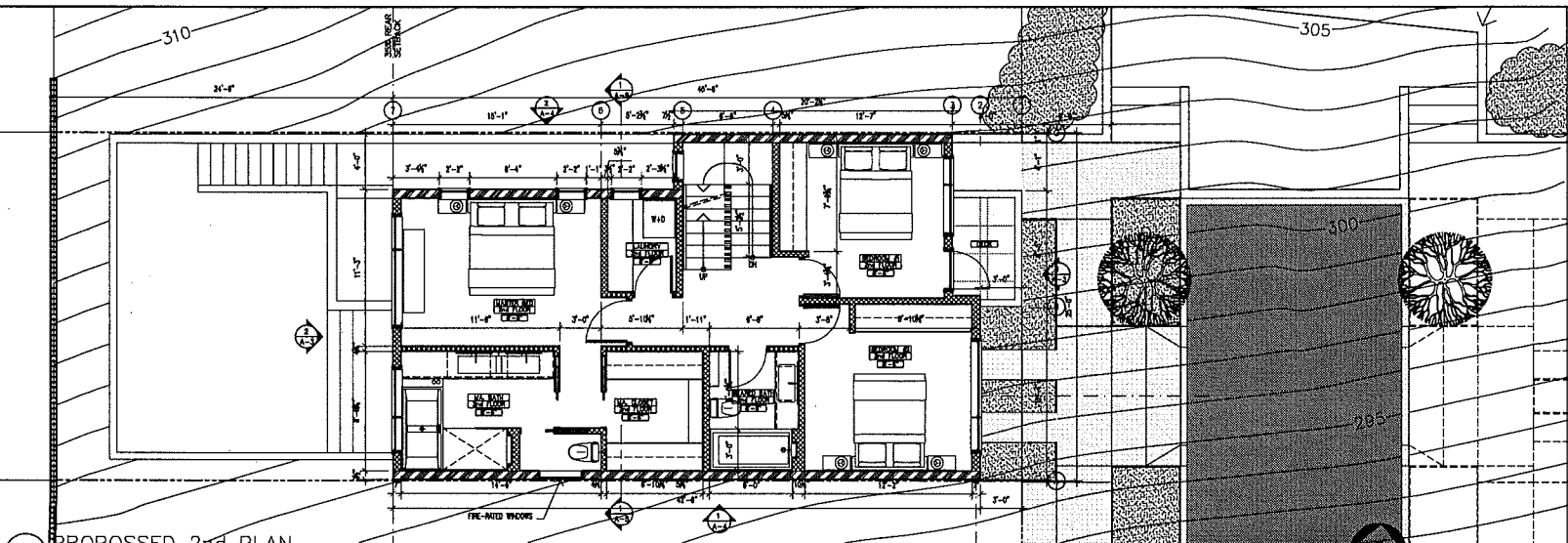
ISSUES AND REVISIONS		
DATE	DESCRIPTION	BY
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12/11/13	Pre-Application	F.B.
04/22/14	Site Permit Revision	F.B.
08/20/14	Site Permit Revision	F.B.
11/14/14	Site Permit Revision	F.B.
04/22/15	Site Permit Revision	F.B.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 12/05/13
DWN: F.J.L.
SCALE: 1/4" = 1'-0"

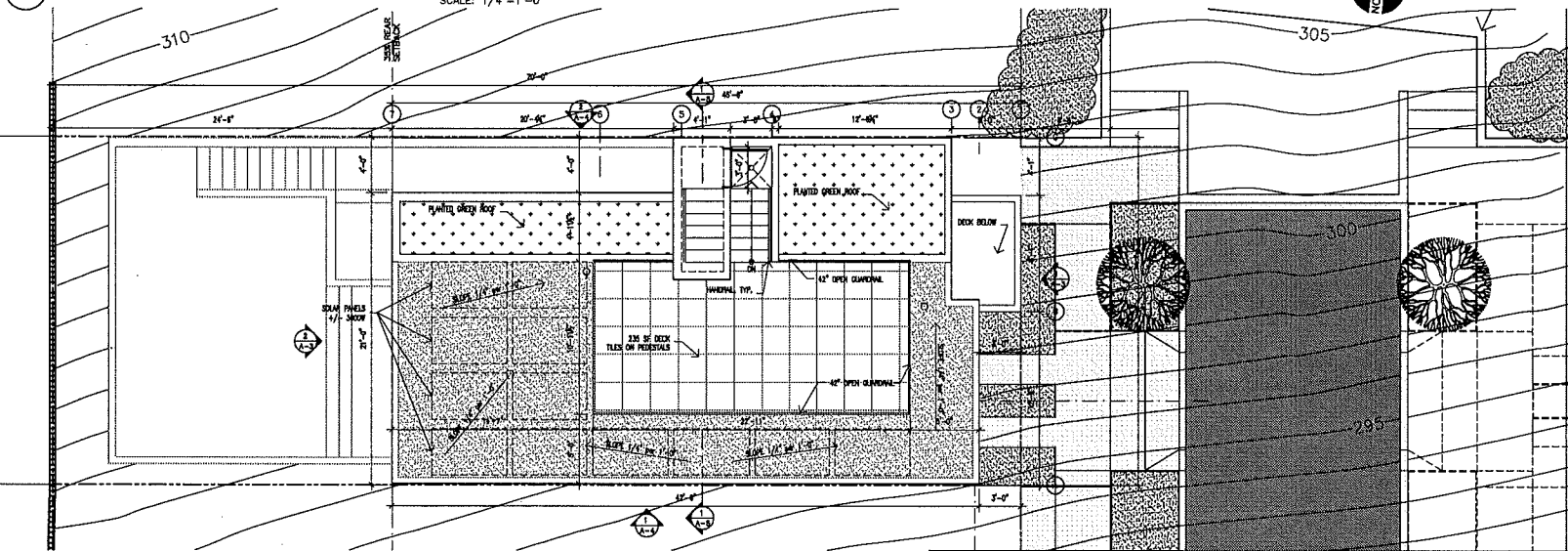
SHEET TITLE:
BASEMENT &
1st FLOOR PLAN

A-1



1 PROPOSED 2nd PLAN

SCALE: 1/4"=1'-0"



2 PROPOSED ROOF PLAN

SCALE: 1/4"=1'-0"

SYMBOLS / LEGEND

	NEW CONCRETE		ROOM NAME FLOOR FINISH CEILING HEIGHT		DOOR TAG
	EXISTING CONSTRUCTION TO BE REMOVED		ELEVATION MARK		WINDOW TAG
	EXISTING WALL TO REMAIN		SECTION MARK		
	NEW WALL				
	1 HR FIRE RATED WALL (TYP. @ P.L.)				
	SOFFIT				
	ELEVATION CALL OUT				

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ISSUES AND REVISIONS

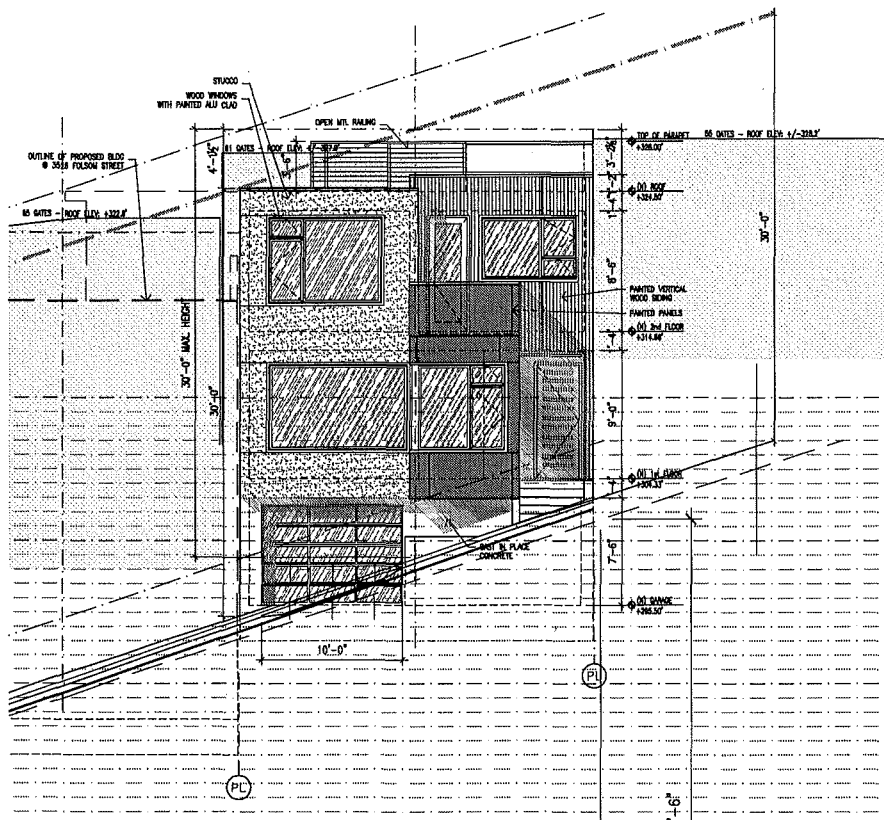
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3	04/29/14	Site Permit Revisions	F.B.
4	04/29/14	Site Permit Revisions	F.B.
5	11/14/14	Site Permit Revisions	F.B.
6	04/22/15	Site Permit Revisions	F.B.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLOSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

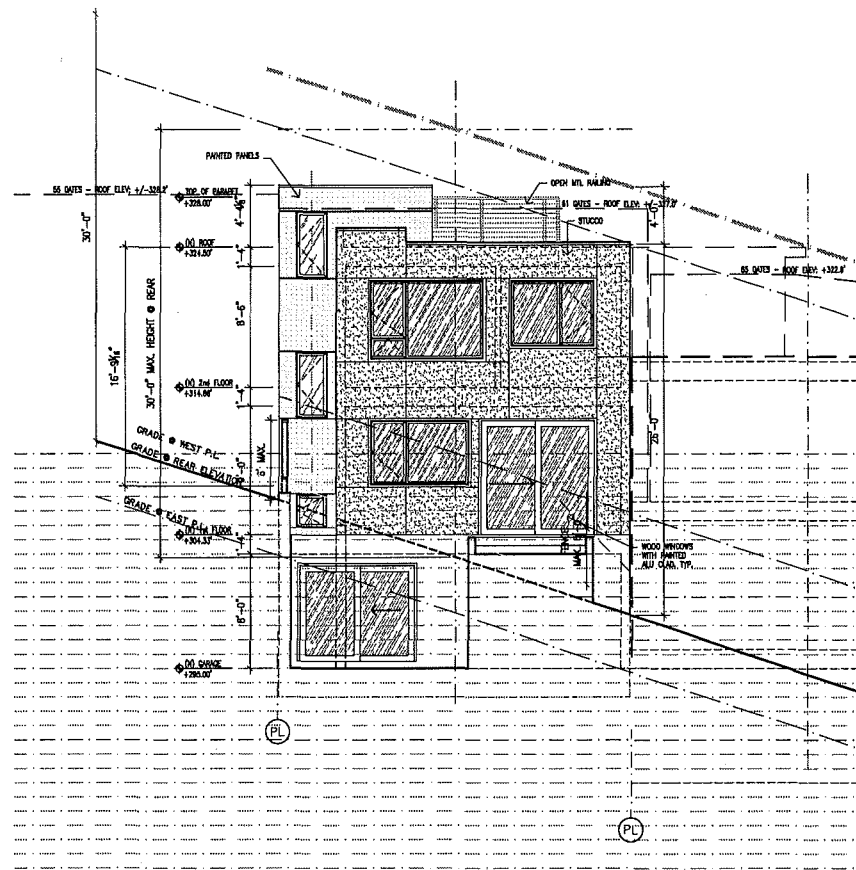
JOB#: 1301
DATE: 12/05/13
DWN: F.J.L.
SCALE: 1/4" = 1'-0"

SHEET TITLE:
2nd FLOOR PLAN
ROOF PLAN

A-2



1 PROPOSED STREET (EAST) ELEVATION
SCALE: 1/4"=1'-0"



2 PROPOSED REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"

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ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION	BY
1	08/28/13	Project Review	F.JL
2	12/11/13	Pre-Application	F.JL
3	01/02/14	Site Permit Revision	F.JL
4	08/07/14	Site Permit Revision	F.JL
5	11/14/14	Site Permit Revision	F.JL
6	04/22/15	Site Permit Revision	F.JL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 12/05/13
DWN: F.JL
SCALE: 1/4" = 1'-0"

SHEET TITLE:
EAST & WEST
ELEVATIONS

A-3

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ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION	BY
1	08/28/13	Project Review	F.J.
2	12/11/13	Pre-Application	F.J.
3	01/28/14	Site Permit Revisions	F.J.
4	02/20/14	Site Permit Revisions	F.J.
5	11/14/14	Site Permit Revisions	F.J.
6	04/22/15	Site Permit Revisions	F.J.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 12/05/13
DWN: F.J.L
SCALE: 1/4" = 1'-0"

SHEET TITLE:
PROPOSED NORTH
+ SOUTH ELEVATION

A-4

1 PROPOSED SIDE (SOUTH) ELEVATION

SCALE: 1/4" = 1'-0"

2 PROPOSED SIDE (NORTH) ELEVATION

SCALE: 1/4" = 1'-0"

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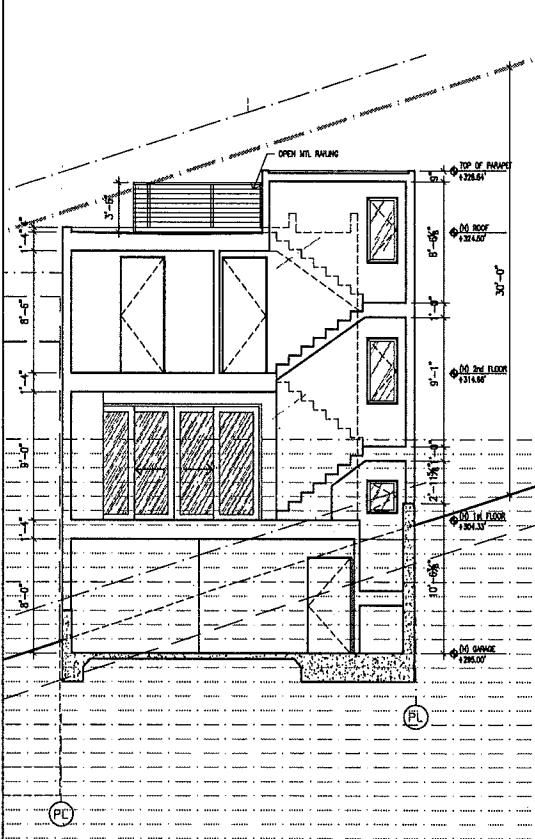
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2	12/11/13	Pre-Application	FJL
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4	05/29/14	Site Permit Revisions	FJL
5	11/14/14	Site Permit Revisions	FJL
6	04/22/15	Site Permit Revisions	FJL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

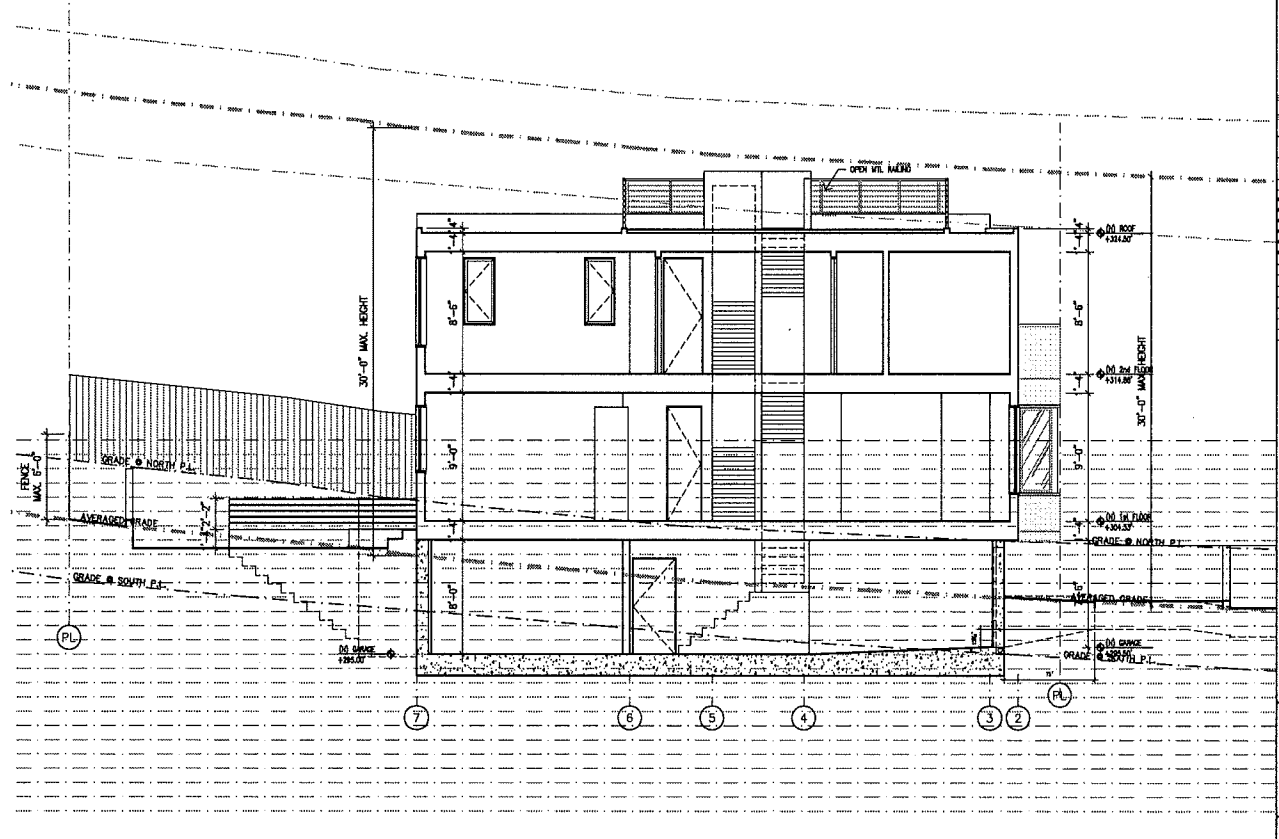
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DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"
SHEET TITLE:
SECTIONS

A-5



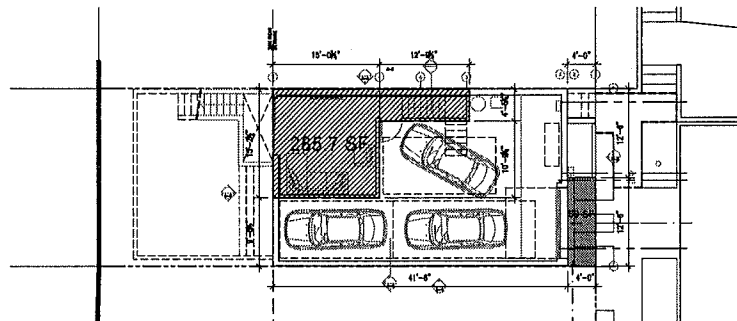
1 PROPOSED SECTION AA'

SCALE: 1/4"=1'-0"



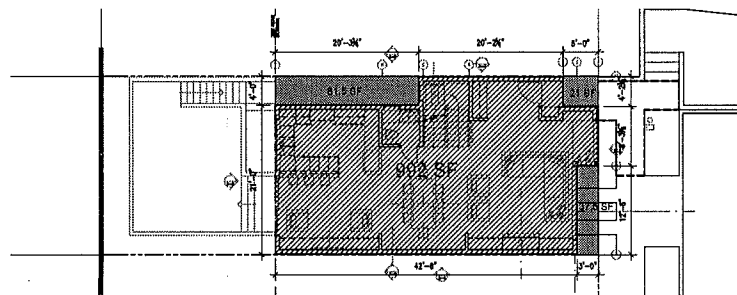
2 PROPOSED SECTION BB'

SCALE: 1/4"=1'-0"



1 PROPOSED BASEMENT PLAN

SCALE: 1/8"=1'-0"



2 PROPOSED 1st FLOOR PLAN

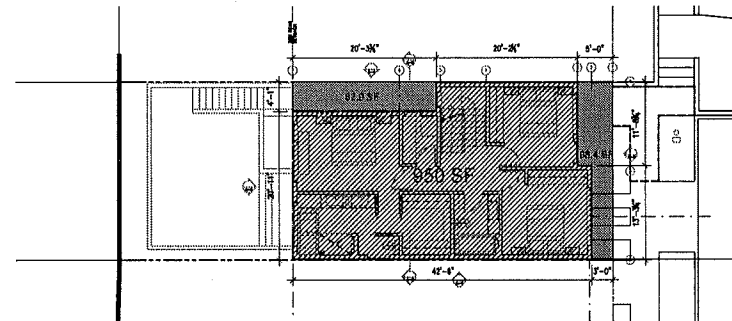
SCALE: 1/8"=1'-0"



GROSS AREA:

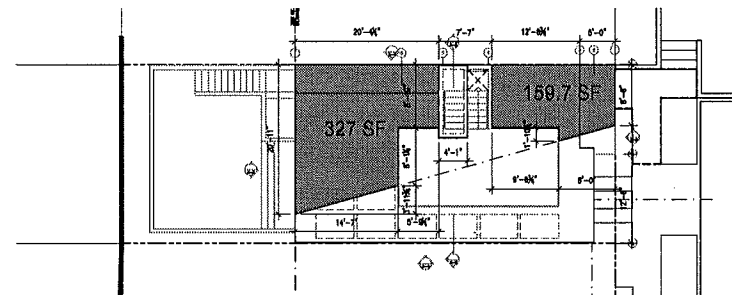
Basement: 285.7 S.F.
1st Floor: 992 S.F.
2nd Floor: 950 S.F.
Total: 2,227.7 S.F.

2 car garage required



3 PROPOSED 2nd FLOOR PLAN

SCALE: 1/8"=1'-0"



4 PROPOSED ROOF PLAN

SCALE: 1/8"=1'-0"



MASS REDUCTION:

Mass Reduction per Sect 242(e)(3): 650 S.F. REQUIRED

Basement: 50.0 S.F.
1st Floor: 140.0 S.F. (81.5 + 37.5 + 21)
2nd Floor: 179.9 S.F. (98.4 + 81.5)
3rd Floor: 486.7 S.F. (327 + 159.7)
Total: 856.6 S.F. Mass Reduction Proposed

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ISSUES AND REVISIONS

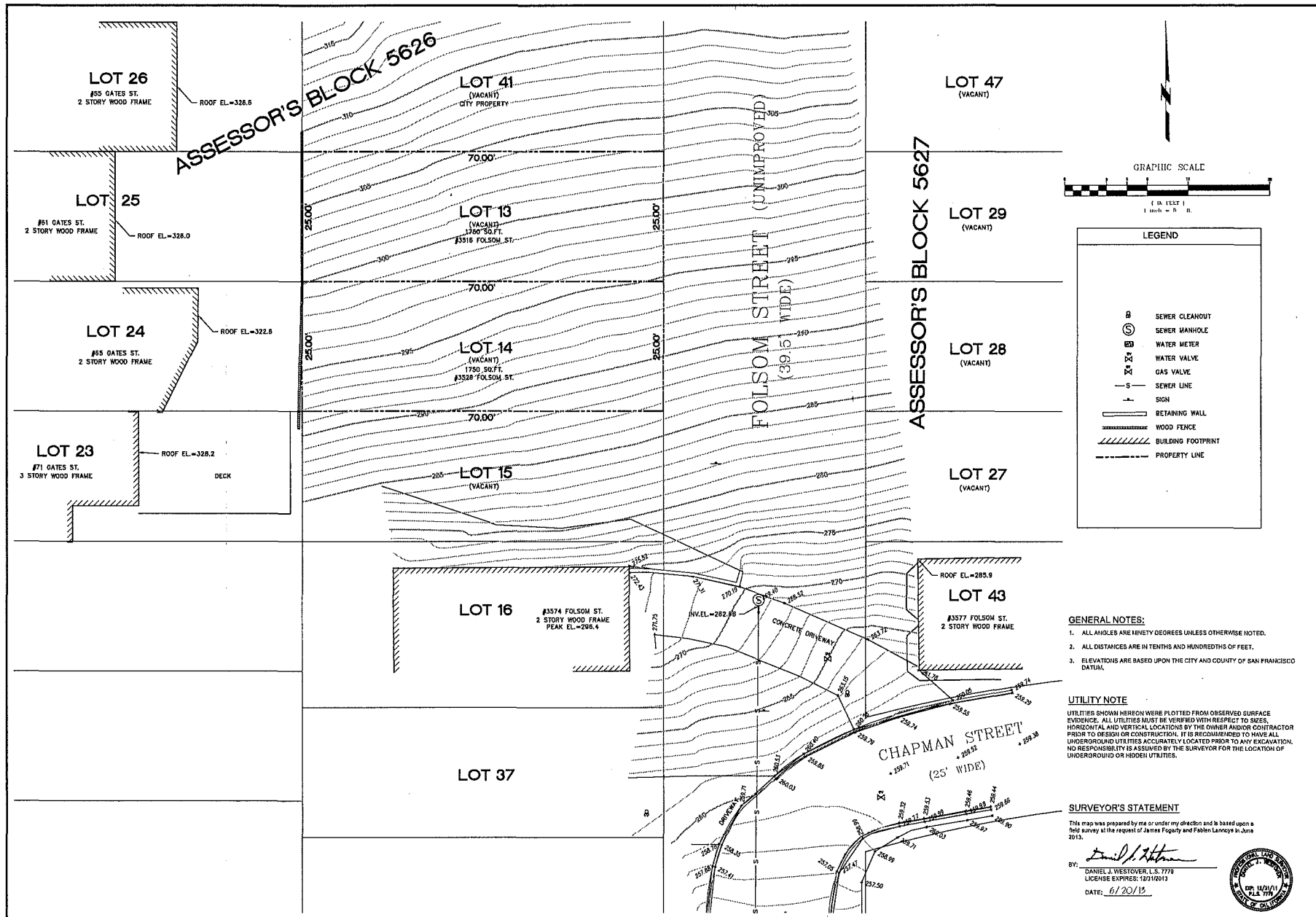
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2	12/11/13	Pre-Application	F.S.
3	04/20/14	Site Permit Revision	F.S.
4	08/29/14	Site Permit Revision	F.S.
5	11/14/14	Site Permit Revision	F.S.
6	04/22/15	Site Permit Revision	F.S.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 04/17/15
DWN: F.J.L.
SCALE: 1/8" = 1'-0"

SHEET TITLE:
BASEMENT SF
MASS REDUCTION

A-6



334 CLAREMONT BLVD. STE 2
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SURVEYING

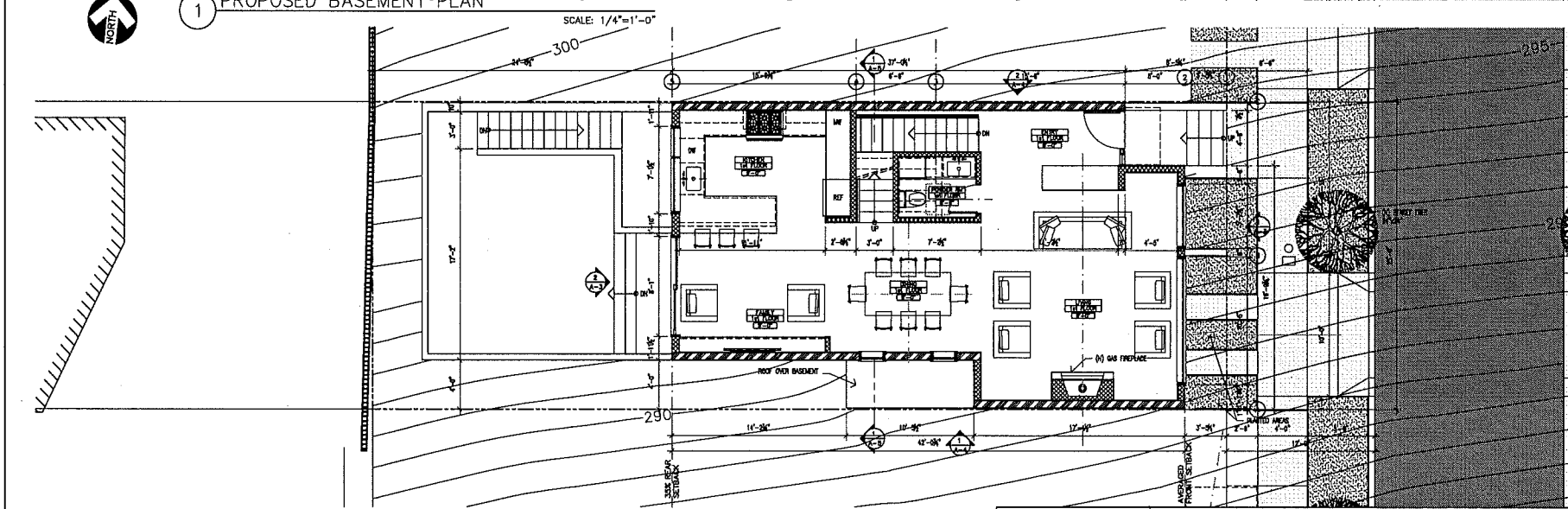
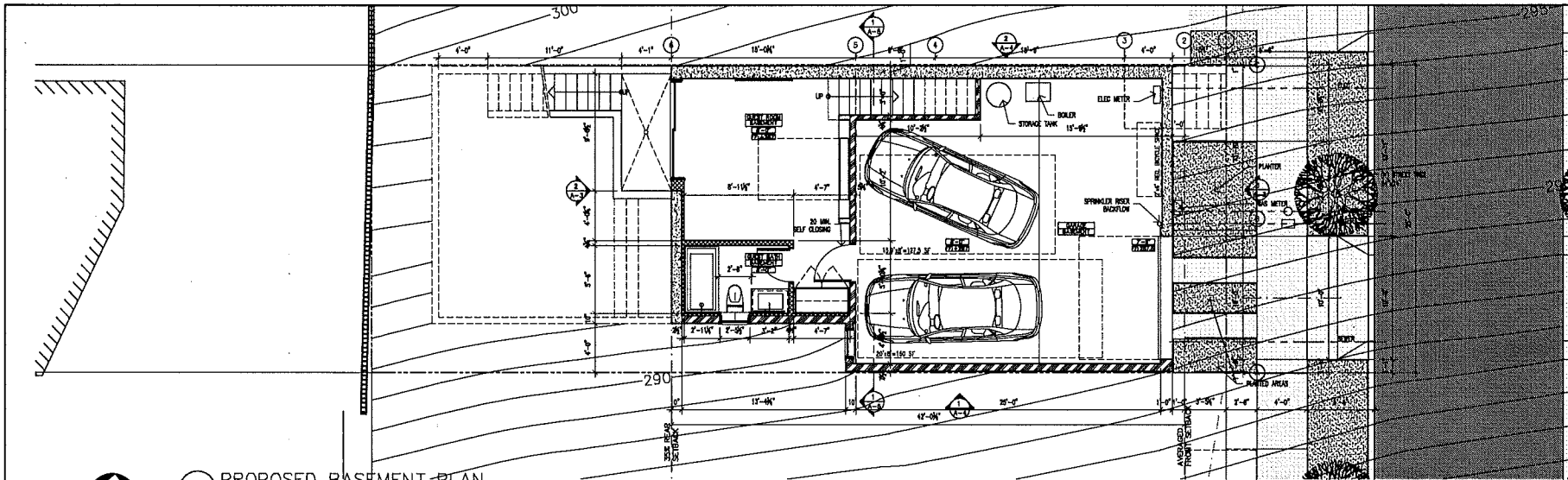
NO.	DATE	COMMENTS	JOB NO.
13029			

SURVEY DATE: 6/20/2013	DRAWN BY: D.J.W.
CHECKED BY: D.J.W.	SCALE: 1"=5'

SITE SURVEY
334 CLAREMONT BLVD. STE 2
SAN FRANCISCO, CALIFORNIA 94127

SHEET

1 of 1



SYMBOLS / LEGEND

	NEW CONCRETE
	EXISTING CONSTRUCTION TO BE REMOVED
	EXISTING WALL TO REMAIN
	NEW WALL
	1 HR FIRE RATED WALL (TYP. @ P.L.)
	SOFFIT
	LOCATION ELEVATION CALL OUT

	ROOM NAME, FLOOR, FINISH, CEILING HEIGHT
	ELEVATION MARK
	SECTION MARK

	DOOR TAG
	WINDOW TAG

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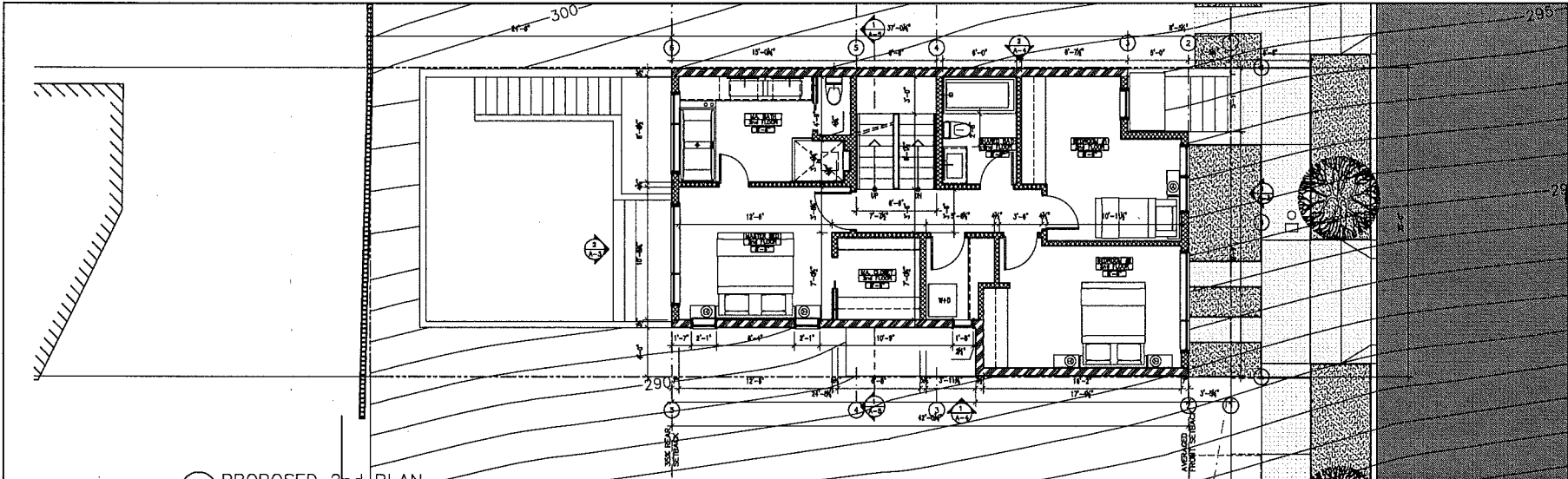
ISSUES AND REVISIONS			
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2	12/11/13	Per Application	P.A.
3	04/08/14	Site Permit Revisions	P.A.
4	08/02/14	Site Permit Revisions	P.A.
5	10/27/14	Site Permit Revisions	P.A.
6	04/02/15	Site Permit Revisions	P.A.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

JOB#: 1303
DATE: 12/05/13
DWN: F.J.L.
SCALE: 1/4" = 1'-0"

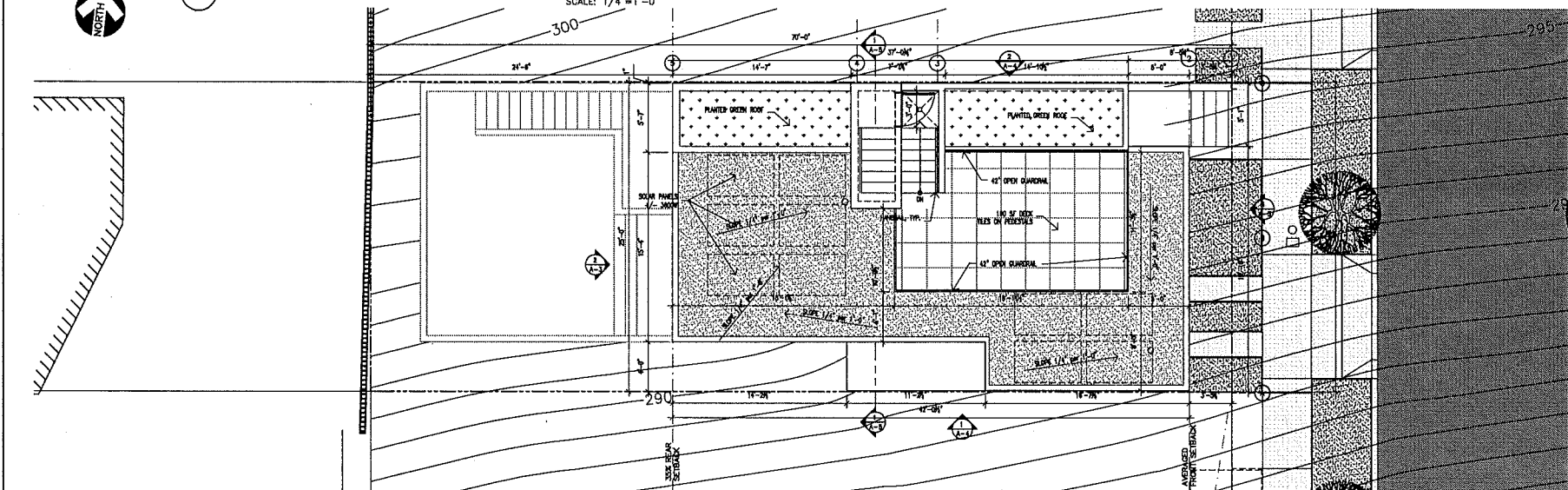
SHEET TITLE:
BASEMENT &
1st FLOOR PLAN

A-1



1 PROPOSED 2nd PLAN

SCALE: 1/4" = 1'-0"



2 PROPOSED ROOF PLAN

SCALE: 1/4" = 1'-0"

SYMBOLS / LEGEND

	NEW CONCRETE		ROOM NAME FLOOR FINISH CEILING HEIGHT		DOOR TAG
	EXISTING CONSTRUCTION TO BE REMOVED		ELEVATION MARK		WINDOW TAG
	EXISTING WALL TO REMAIN		SECTION MARK		
	NEW WALL				
	1 HR FIRE RATED WALL (TYP. @ P.L.)				
	SOFFIT				
	LOCATION ELEVATION CALL OUT				

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ISSUES AND REVISIONS

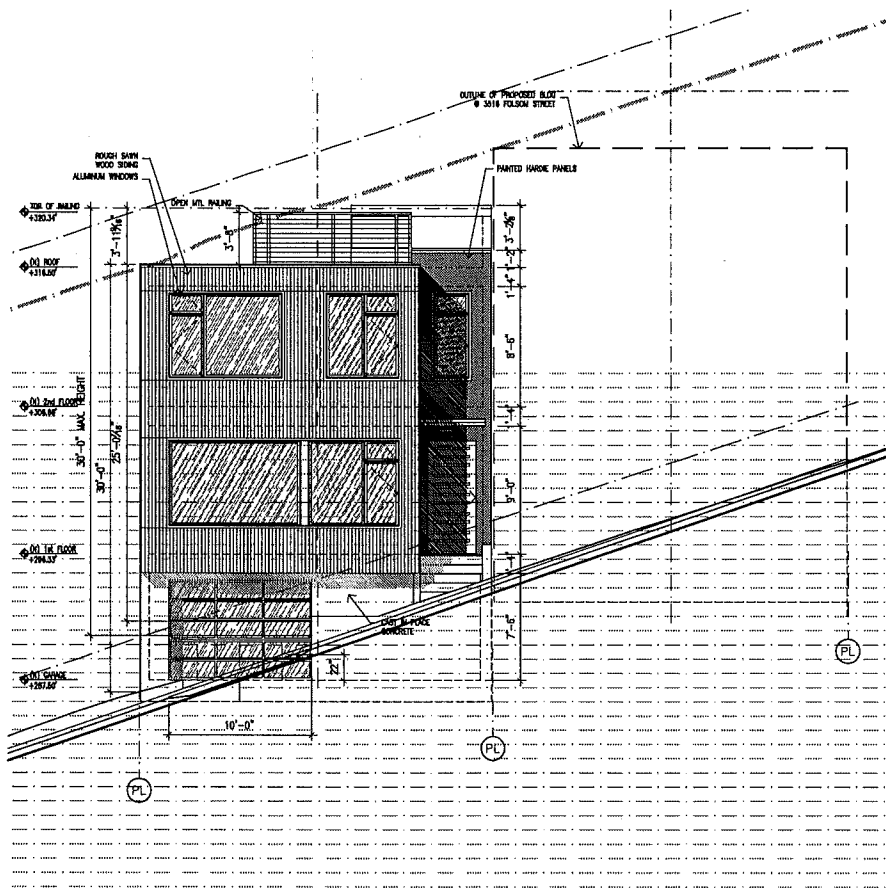
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2	12/12/13	Final Approval	F.A.
3	04/28/14	Site Permit Revisions	F.A.
4	05/07/14	Site Permit Revisions	F.A.
5	12/02/14	Site Permit Revisions	F.A.
6	04/22/15	Site Permit Revisions	F.A.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

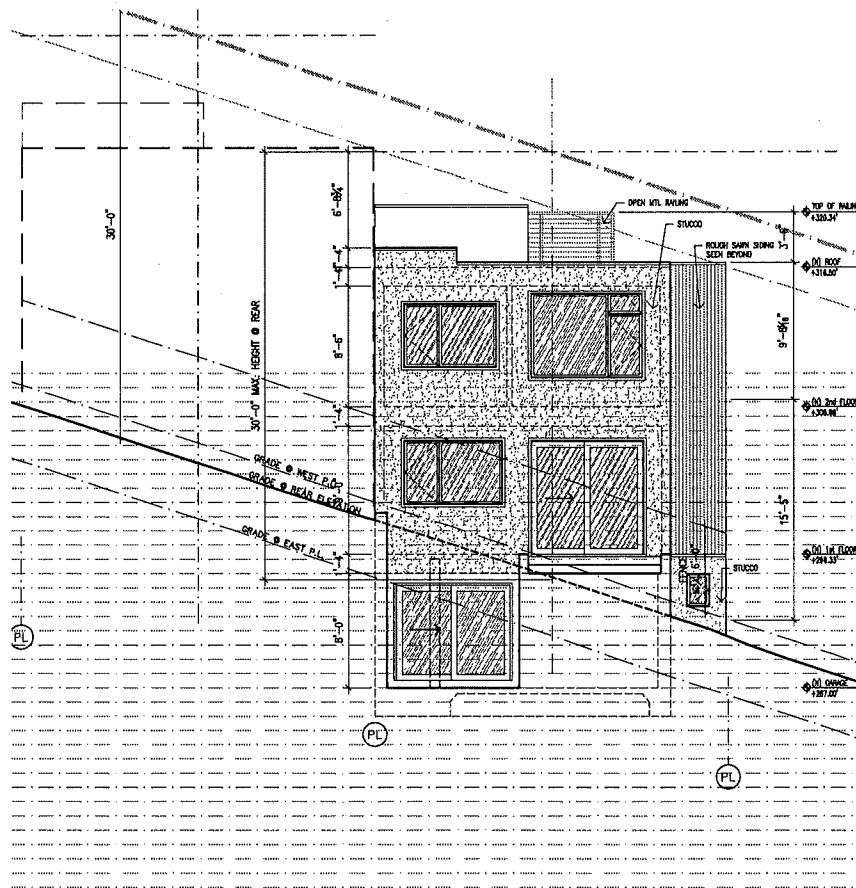
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DATE: 12/05/13
DWN: F.J.L.
SCALE: 1/4" = 1'-0"

SHEET TITLE:
2nd FLOOR PLAN
ROOF PLAN

A-2



1 PROPOSED STREET (EAST) ELEVATION
SCALE: 1/4"=1'-0"



2 PROPOSED REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"

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ISSUES AND REVISIONS

NO.	DATE	ISSUE	BY
1	09/28/13	Project Review	F.B.
2	12/11/13	Per Application	F.B.
3	04/28/14	Site Permit Revisions	F.B.
4	04/28/14	Site Permit Revisions	F.B.
5	12/22/14	Site Permit Revisions	F.B.
6	04/22/15	Site Permit Revisions	F.B.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

JOB#: 1303
DATE: 12/05/13
DWN: F.J.L.
SCALE: 1/4" = 1'-0"

SHEET TITLE:
EAST & WEST
ELEVATIONS

A-3

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fablen@bluorange.com

ISSUES AND REVISIONS

DATE	DESCRIPTION	BY
08/28/13	Project Review	FA
12/11/13	Per Application	FA
04/08/14	Site Permit Revision	FA
03/07/14	Site Permit Revision	FA
12/07/14	Site Permit Revision	FA
06/02/15	Site Permit Revision	FA

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

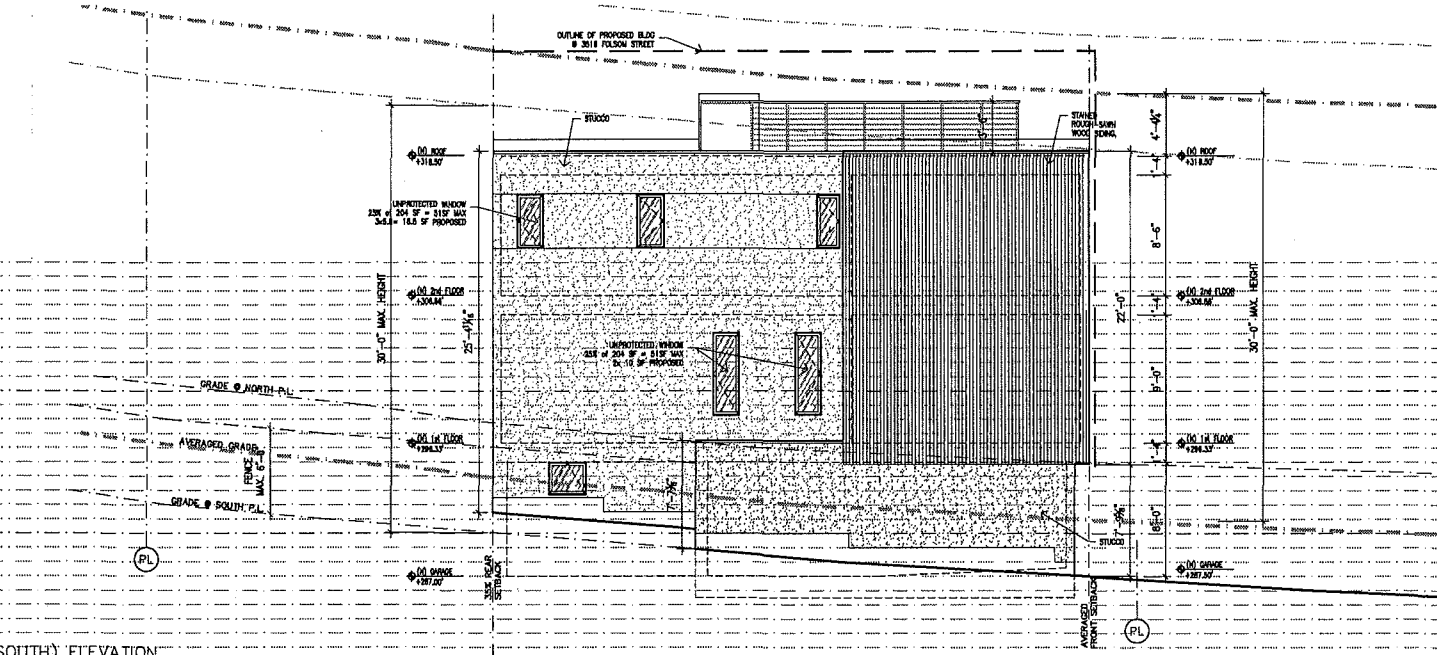
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SHEET TITLE:
PROPOSED NORTH
+ SOUTH ELEVATION

A-4

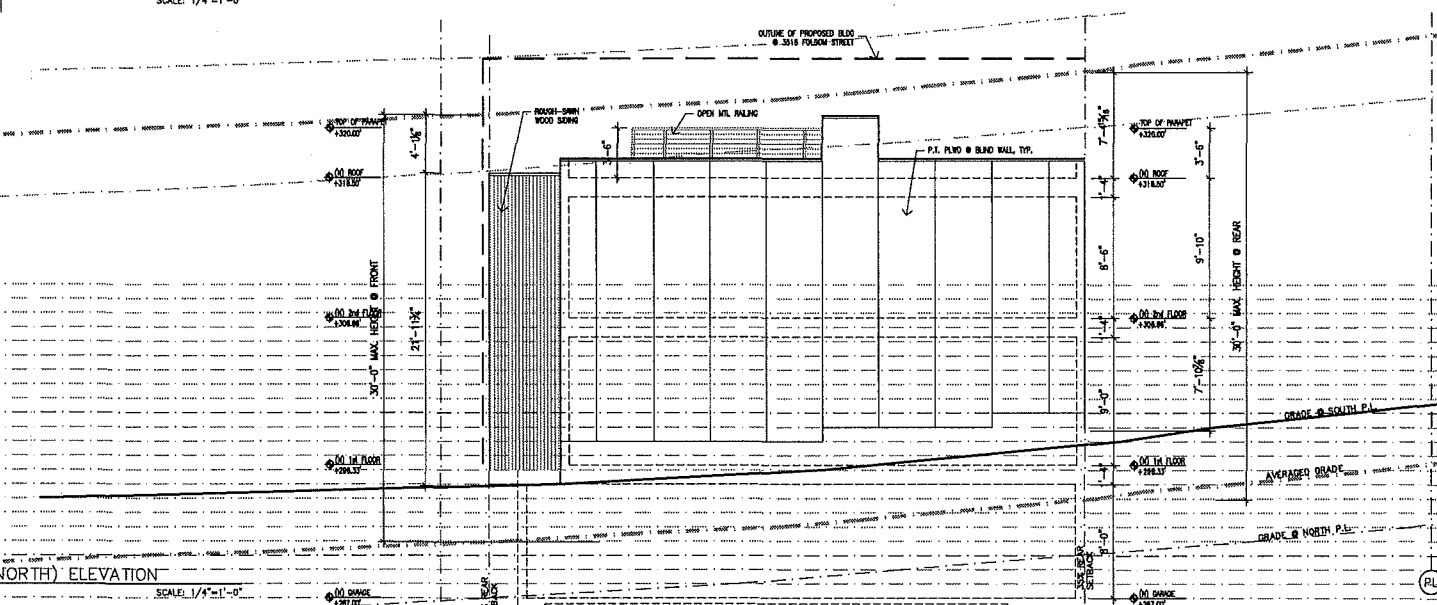
1 PROPOSED SIDE (SOUTH) ELEVATION

SCALE: 1/4"=1'-0"



2 PROPOSED SIDE (NORTH) ELEVATION

SCALE: 1/4"=1'-0"



BLUORANGE designs

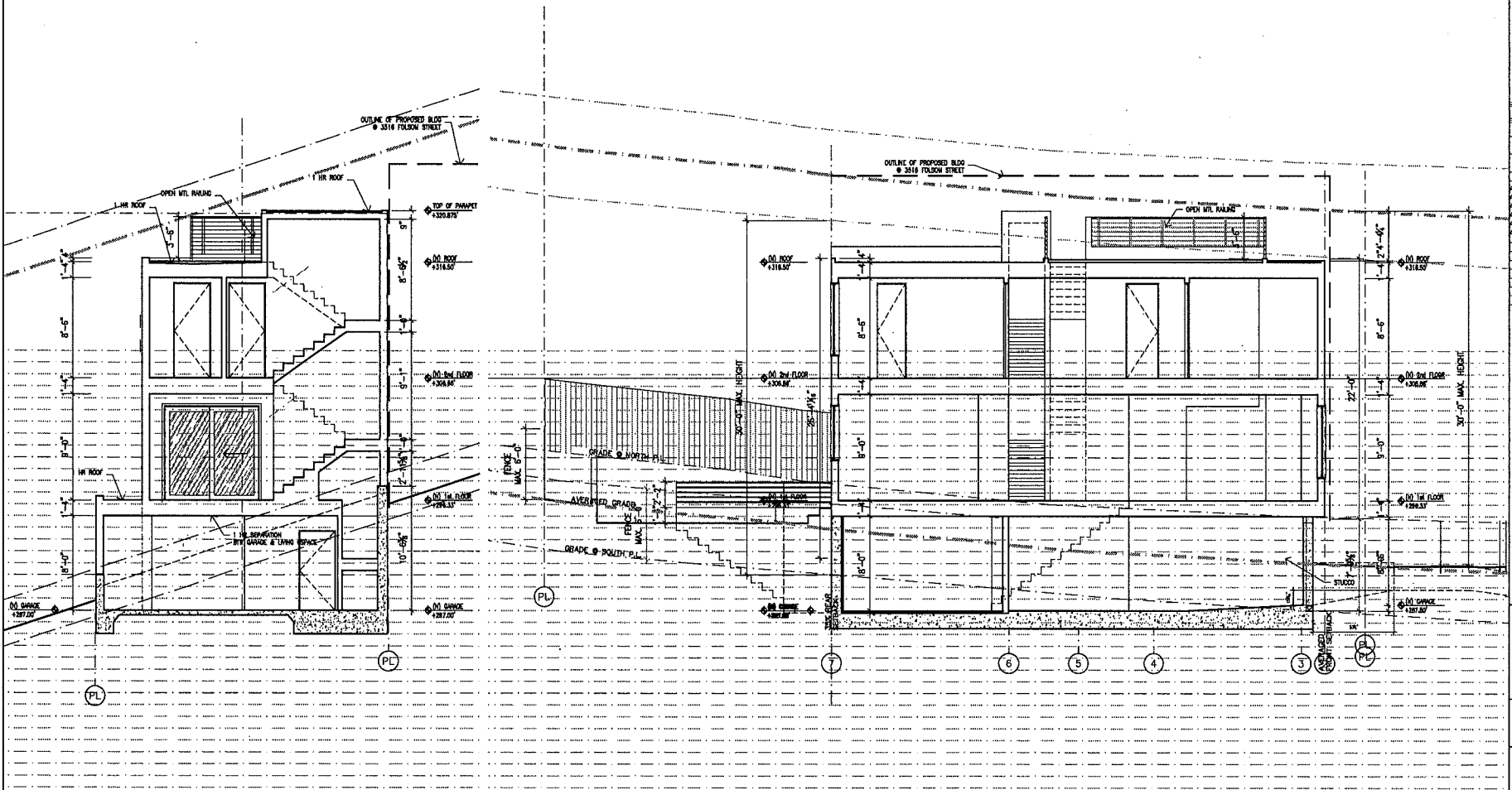
241 AMBER Drive
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fablen@bluorange.com

ISSUES AND REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	10/26/13	Project Review	P.S.
2	12/11/13	Pre Application	P.S.
3	04/08/14	Site Permit Revisions	P.S.
4	04/02/14	Site Permit Revisions	P.S.
5	12/02/14	Site Permit Revisions	P.S.
6	04/22/15	Site Permit Revisions	P.S.

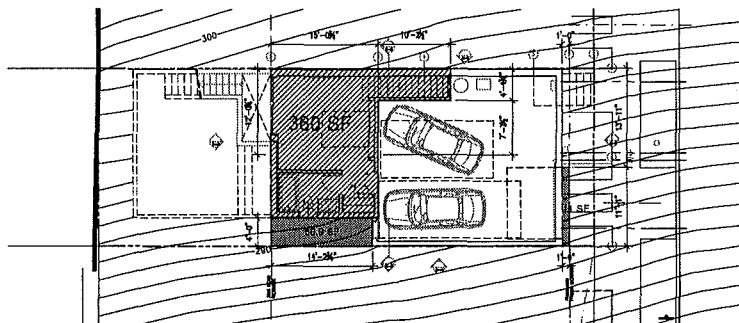
PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

JOB#: 1303
DATE: 12/21/11
DWG: FJL
SCALE: 1/4" = 1'-0"
SHEET TITLE:
SECTIONS

A-5

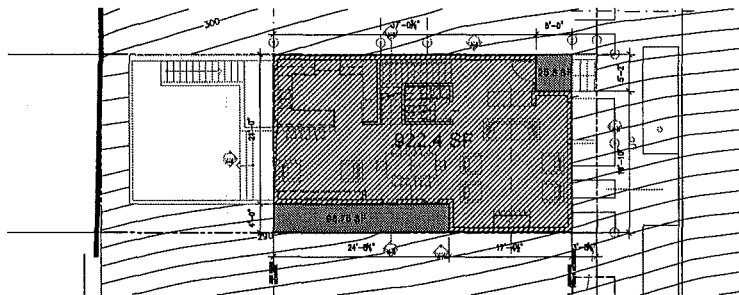


1 PROPOSED SECTION
SCALE: 1/4"=1'-0"



1 PROPOSED BASEMENT PLAN

SCALE: 1/8"=1'-0"



2 PROPOSED 1st FLOOR PLAN

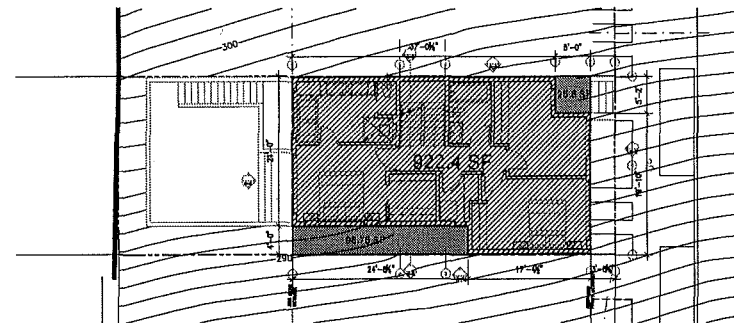
SCALE: 1/8"=1'-0"



GROSS AREA:

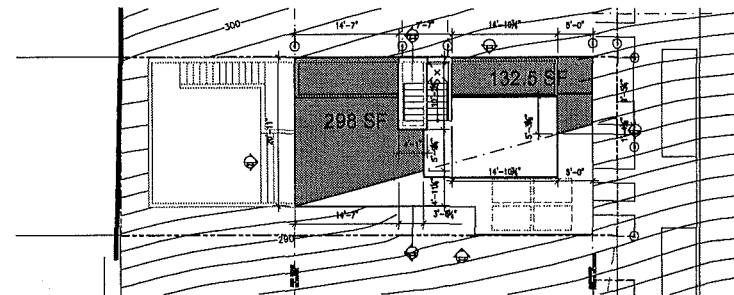
Basement: 360.0 S.F.
1st Floor: 922.4 S.F.
2nd Floor: 922.4 S.F.
Total: 2,204.8 S.F.

2 car garage required



3 PROPOSED 2nd FLOOR PLAN

SCALE: 1/8"=1'-0"



4 PROPOSED ROOF PLAN

SCALE: 1/8"=1'-0"



MASS REDUCTION:

Mass Reduction per Sect 242(e)(3): 650 S.F. REQUIRED

Basement 67.9 S.F. (11 + 56.9)
1st Floor: 124.55 S.F. (98.75 + 25.8)
2nd Floor: 124.55 S.F. (98.75 + 25.8)
3rd Floor: 430.5 S.F. (298 + 132.5)
Total: 747.5 S.F. Mass Reduction Proposed

BLUORANGE
designs

241 AMBER Drive
SAN FRANCISCO
CA, 94131
TEL: 415-633-0415
fablen@bluorange.com

ISSUES AND REVISIONS

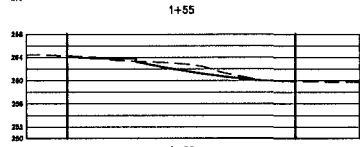
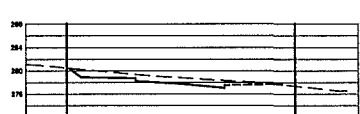
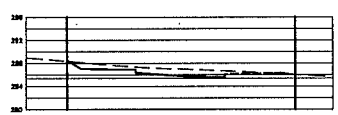
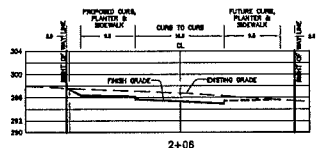
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.B.
2	12/11/13	Per Application	F.B.
3	01/29/14	Site Permit Revisions	F.B.
4	03/03/14	Site Permit Revisions	F.B.
5	12/22/14	Site Permit Revisions	F.B.
6	04/22/15	Site Permit Revisions	F.B.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

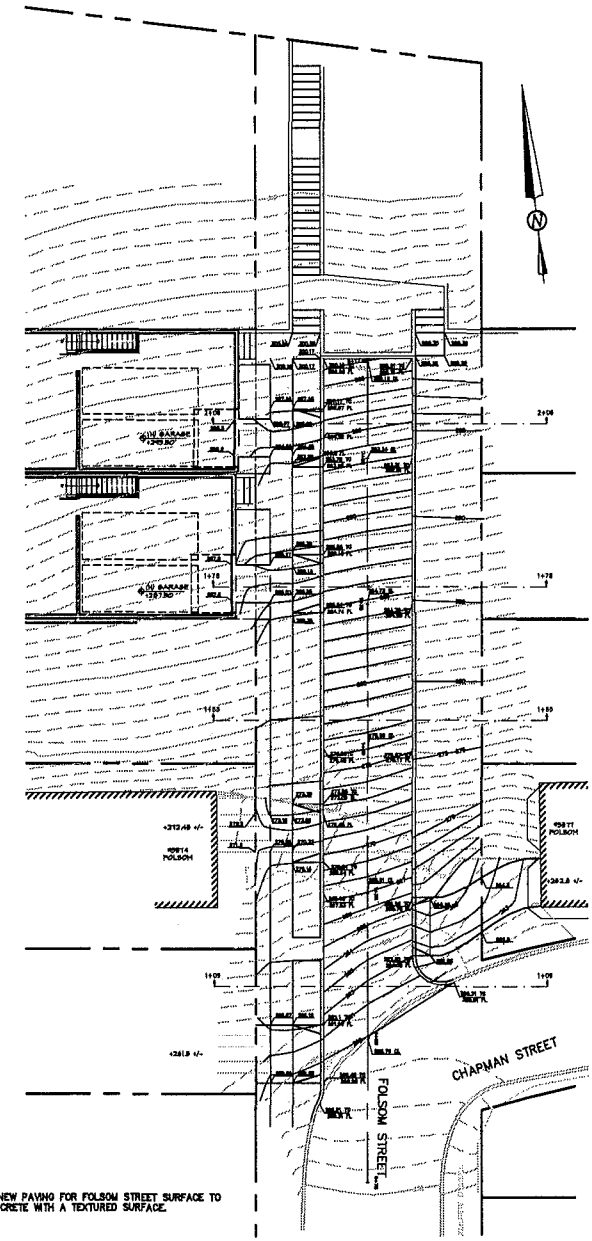
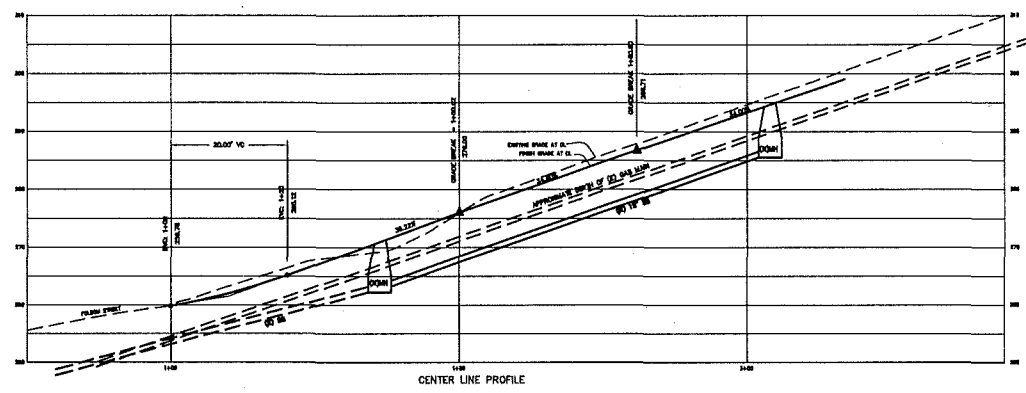
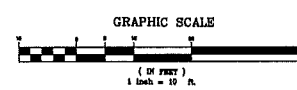
JOB#: 1301
DATE: 04/17/15
DWN: F.J.L.
SCALE: 1/8" = 1'-0"

SHEET TITLE:
BASEMENT SF
MASS REDUCTION

A-6



- LEGEND**
- BO BLOW OFF
 - BVC BEGIN VERTICAL CURVE
 - CL CENTER LINE
 - CO CLEAN OUT
 - ELEV ELEVATION
 - EVC END VERTICAL CURVE
 - FL FLOW LINE
 - G GAS
 - OV GAS VALVE
 - INV INVERT
 - JT JOINT SERVICE TRENCH
 - MH MAN HOLE
 - STA STATION
 - SS SEWER SANITARY & STORM
 - TC TOP OF CURB
 - VC VERTICAL CURVE
 - W WATER
 - WM WATER METER
 - WV WATER VALVE



NOTE: NEW PAVING FOR FOLSOM STREET SURFACE TO BE CONCRETE WITH A TEXTURED SURFACE.

DAVID J. FRANCO
CIVIL ENGINEER
1830 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL (510) 848-1930 FAX (510) 848-9725

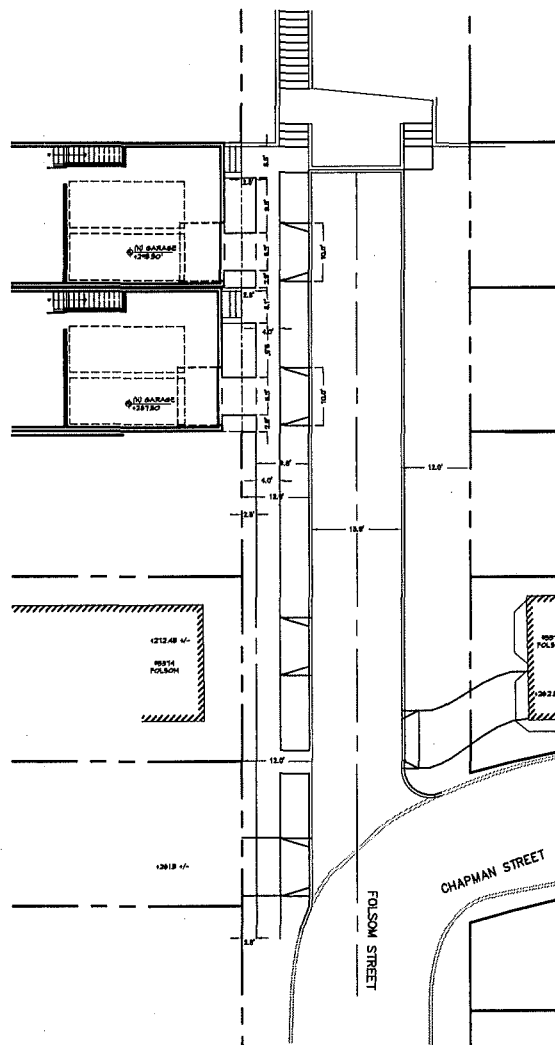
3516 & 3526 FOLSOM STREET
STREET AND UTILITY IMPROVEMENT PLAN
SAN FRANCISCO, CALIFORNIA

GRADING PLAN

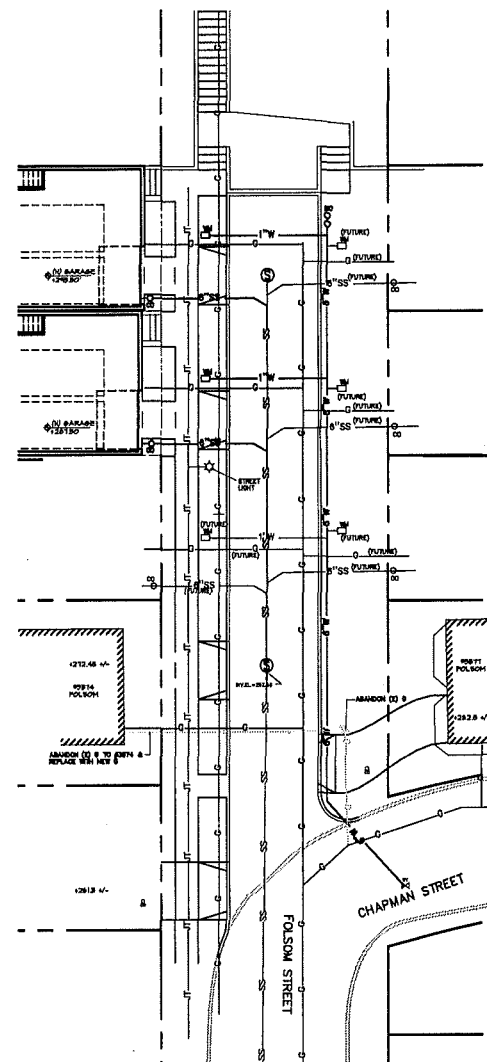
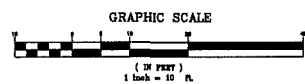
DRAWING FOLSOM/CIVIL
F.A. NO. NA
SCALE 1" = 10'
DATE DECEMBER 09, 2015
REVISIONS

SHEET NO. 1 OF 2
JOB NO. F14-373

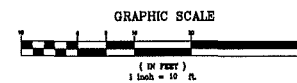
C1.0



DIMENSION PLAN



UTILITY PLAN



DAVID J. FRANCO
CIVIL ENGINEER
1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET
STREET AND UTILITY IMPROVEMENT PLAN
SAN FRANCISCO, CALIFORNIA

UTILITY
&
DIMENSION
PLAN

DRAWING: FOLSOMCIVIL

F.A. NO. NA

SCALE
1" = 10'

DATE: DECEMBER 09, 2015
REVISIONS

SHEET NO.
2 OF 2

JOB NO.
F14-373

C2.0

Exhibit C



**SIERRA
CLUB**
FOUNDED 1892

San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

SAN FRANCISCO GROUP –

Please reply to 1474 Sacramento St., #305 San Francisco, CA 94109-4002

March 31, 2016

To Whom it May Concern:

SUPPORTING UPPER FOLSOM STREET CEQA APPEAL

The Sierra Club San Francisco Group supports the withdrawal or appeal of the categorical exemption for the Bernal Heights Upper Folsom Street Right-of-Way Housing Development (Planning Dept. Case No. 2013.1383E, hereinafter the “Project”) and supports the preparation of an Environmental Impact Report for the Project.

The San Francisco Group speaks for the Sierra Club on city issues, on behalf of its 6,000 members and are one of the four chapters in the 4-county Bay Chapter’s 30,000 members including Marin, Alameda, Contra Costa and San Francisco Counties. Our members, as well as the general public, will be directly affected by the Project’s adverse environmental impacts on parkland, open space, and the Bernal Heights neighborhood.

The Upper Folsom Street Project received a Class 3 categorical exemption under CEQA Guidelines Section 15303(a). Pursuant to CEQA Guidelines Section 15300.2(c), however, a “categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.” This proposed Project involves a number of unusual circumstances that will result in significant adverse environmental impacts.

*The exemption was granted to this proposed Project based on the fact that “the project site is not located in a particularly sensitive or hazardous area.” Yet the proposed access to the Project will be built over a 26-inch 30-year-old gas transmission pipeline on a City right-of-way with an approximately 35 percent grade slope – including significant excavation. The Project site is adjacent to Bernal Heights Park and Bernal Heights Community Garden, in a densely populated area. City departments have stated they do not take responsibility for the safety of the pipeline, which is one of only three major gas lines in San Francisco. Despite federal recommendations, no informed assessment has taken place to assure local residents of the safety of this Project. This circumstance poses a risk of catastrophic environmental impacts, yet no environmental review has been completed.

BERNAL HEIGHTS DEMOCRATIC CLUB

Chartered since 1988 to give the residents of Bernal Heights an effective voice in government

April 20, 2016

To: SF PLANNING COMMISSION

RODNEY FONG, COMMISSION PRESIDENT
planning@rodneymong.com

DENNIS RICHARDS, COMMISSION VICE-PRESIDENT
dennis.richards@sfgov.org

MICHAEL ANTONINI, COMMISSIONER
wordweaver21@aol.com

RICH HILLIS, COMMISSIONER
richhillissf@yahoo.com

JOHN RAHAIM, DIRECTOR OF PLANNING
John.Rahaim@sfgov.org

JONAS P. IONIN, COMMISSION SECRETARY
Commissions.Secretary@sfgov.org

DAVID CAMPOS, DISTRICT 9 SUPERVISOR
David.Campos@sfgov.org

CHRISTINE D. JOHNSON, COMMISSIONER
christine.d.johnson@sfgov.org

KATHRIN MOORE
mooreurban@aol.com

CINDY WU, COMMISSIONER
cwu.planning@gmail.com

FROM: Bernal Heights Democratic Club
bernalheightsdemclub@gmail.com

The Bernal Heights Democratic Club supports the opposition to the Upper Folsom Street Development in Bernal Heights, based on significant public safety concerns. There is clear danger from the major aging PG&E gas transmission pipeline; extreme steepness and narrow width of the proposed street; and unresolvable limited access to emergency vehicles.

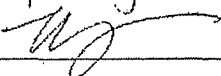
It is our understanding that the two proposed lots now seeking permits will be followed by four more immediately adjacent. These types of construction will do nothing to address San Francisco's housing crisis, and are unsafe and inappropriate developments on these lots.

We appreciate your consideration of our input in this matter.

BernalHeightsDC@aol.com
follow or message BHDC on Facebook:
<https://www.facebook.com/bernalheightsdemocraticclub>
FPPC #923351

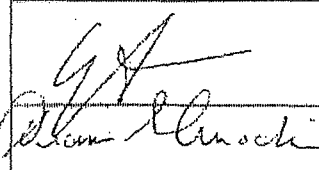
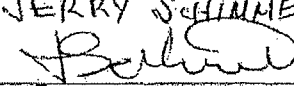
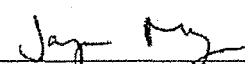
Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by Neighbors Against The Upper Folsom Street Extension.

Name	Address
Hope Meng 	74 Banks Street San Francisco, CA 94110
Jeremy Hermann	74 Banks Street San Francisco, CA 94110
Thomas Kim	3558 Folsom St San Francisco, CA 94110
Vicki Ng	3595 Folsom St San Francisco, CA 94110
Courtney Hoecherl	3590 Folsom St San Francisco, CA 94110
Deborah Garson	117 Banks St, SF 94110
Ian Williams	131 Mullen
Leslie Simon	117 Brewster
Donald Schaan	117 Brewster
Caya Schaan	642 Peralta Ave #1, SF 94110
Natan Rodriguez	642 Peralta Ave #1, SF 94110

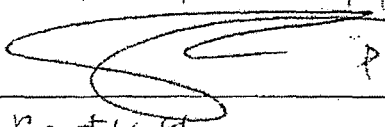
Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by Neighbors Against The Upper Folsom Street Extension.

Name	Address
Laurent SANCHEZ	3619 FOLSOM ST SAN FRANCISCO
JULIE Glantz	3625 FOLSOM ST SF CA 94110
Aram Ayrapetian	515 Powhattan Ave.
Nancy Zecher	405 Chapman St, SF CA 94110
 DIANA S. AMODIA	405 Chapman St, SF CA 94110
JERRY SCHIMMEL 	390 CHAPMAN ST SAN FRANCISCO, CA 94110
JOYA MYER 	40 PRENTISS ST. SAN FRAN. 94110
Jay My	77 NEVADA ST SF, CA 94110
Rebecca Talman	42 Nevada St SF, CA 94110
Mike Boss	42 Nevada St. SF CA 94110
Jesse Boss	42 Nevada St. SF CA 94110

Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by Neighbors Against The Upper Folsom Street Extension.

Name	Address
Ray A. Castro RAY A. CASTRO	67 Prentiss St SAN FRANCISCO 94110
TAKE BOWERS	51 PRENTISS ST. SAME ADDRESS
FRUTELL KELSON	SAN FRANCISCO CA 94110
MICHAELINE BANTING	64 Prentiss Street
JOY GREER	SAN FRANCISCO 94110
ARTURO SCHWARTZ BERG	77 NEVADA ST SF 94110
Harman SEDAR	74 Nevada Street SF 94110
May Cmsky	80 ROSENKRAN SF 94110
Paul R. Mollo	73 Nevada St 94110
Kelly Carlone	98 Nevada SF, CA 94110
Sandra P. M. op	 PRENTISS
Christin Chi	96 Prentiss St. SF CA 94110
* CHARLOTTE WILLIAMS	390 CHAPMAN ST 94110

Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by Neighbors Against The Upper Folsom Street Extension.

Name	Address
Dennis Hayes - Bernal Heights Community Garden Coordinator	41 Stoneman St, SF 94110
Nicola Griffin	101 Prentiss St 94110
Theresa Markle	56 Nebraska St, SF 94110
Ken Garrett	56 Nebraska St, SF 94110
Nancy Slapicka	608 Peralta Ave, SF 94110
Arash Babaki	73 Carver St. San Francisco 94110
Llew Reller	90 Galer St. - SF 94110
Kim Kacarc	3601 Folsom St SF 94110
Barbara Underberg	76 Rosentrans SF 94110

Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by Neighbors Against The Upper Folsom Street Extension.

Name	Address
Gail Newman	3574 Folsom St S.F. 94110
Patricia Hughes	3577 Folsom St. SF 94110
Steven Picus	3580 FOLSOM ST. 94110
MINDY TATRO	3580 FOLSOM ST 94110
Cristina Madero	3607 Folsom St. 94110
Jan Hollicoy	3653 Folsom St 94110
MILEY HOLMAN	3615 FOLSOM ST 94110
Sheri Herman	" " "
El Bullig	3615 Folsom
PAT MURPHY	70 BANKS
ANDY BRADEN	70 BANKS



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The U.S. Department of Transportation's Office of Pipeline Safety states that most gas transmission pipeline accidents occur on rights-of-way by private contractors – exactly the situation being proposed. A new, privately built access road over a major transmission pipeline – with the potential for multiple future adjacent private excavations on a steep slope – is unusual in San Francisco, if not unique. The proposed Project exposes a dense urban population to an unacceptable risk of environmental catastrophe, with no environmental review.

*San Francisco highly promotes its “transit first” philosophy in order to reduce the number of cars in the city. Yet this Project includes a variance for multi-car garages and sets a precedent for large-scale houses in a neighborhood with traditionally smaller-scale housing and single car garages. Traffic impacts are likely.

*CEQA Guidelines Section 15303 (2) can exempt construction of up to three single-family residences. Guidelines Section 15300.2(b), however, prohibits the use of a categorical exemption where “the cumulative impact of successive projects of the same type in the same place, over time is significant.” In this case, there are six undeveloped lots in the proposed Project area; the current Project includes two 2,500 – 3,000 square foot homes. If this Project is approved, it will set a precedent for the other four lots for further development in the near future.

*The proposed Project will have a number of additional impacts, including massing, loss of sunlight, and destruction of open space. The Project site is a potential historic resource, located within 300 feet of a possible urban bird refuge, within a steep slope district, and requires unusually extensive excavation. Moreover, as the categorical exemption determination notes, the Project site “is in an area that would be exposed to strong earthquake shaking.” It notes that the Project's geotechnical reports recommend “seismic design parameters” to be used “during the Department of Building Inspection (DBI) building permit plancheck process.” It is inappropriate to suggest the use of mitigation measures in a categorical exemption, especially where those mitigation measures constitute undefined subsequent changes to the Project – precluding an “accurate, stable and finite project description.” *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

For these reasons, we request that the City withdraw the categorical exemption for Case No. 2013.1383E and complete an EIR for the proposed Project. Should the City fail to complete an EIR, the Sierra Club San Francisco Bay Chapter supports the appeal of the Project's flawed environmental determinations and opposes the issuance of Project permits, including BPA Nos. 201312164322 and 201312164318.

Sincerely,



SIERRA
CLUB

FOUNDED 1892

San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

Becky Evans

Becky Evans

Vice-Chair, San Francisco Group

**Additional Supporters of the Bernal Safe and Livable
Discretionary Review Application**
(authorizing emails attached)

Paul Hessinger
212 Gates Street

Elaine Elinson
100 Winfield Street

Nancy Slepicka
608 Peralta Aveevue

Giuliana Milanese
137 Anderson Street

Connie Ewald
76 Gates St.

Peter Ewald
76 Gates St.

Rosanne Liggett
125 Gates Street

Malcolm Gaines
85 Gates St

September 2015

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by **Bernal Safe and Livable**, an organization concerned about proposed development of a street and houses on steep open space over a major gas transmission pipeline in our residential area.



The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Karen Miller	147 Nevada St.	Karen Miller
Frank LePore	75 Gates St.	[Signature]
Dan's Rauler	75 Gates St.	[Signature]
Jane Penick	81 GATES ST.	[Signature]
Tom SCHULZ	65 GATES ST.	Tom Schulz

September 15

We, the undersigned Bernal Heights neighbors, support the Application for Discretionary Review by **Bernal Safe and Livable**--residents concerned about proposed development of a street and houses on a dangerously steep undeveloped hill over a major gas transmission pipeline in our residential area.









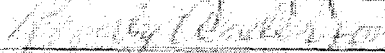
The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
MATT TWYMAN	672 MOULTRIE ST.	
Nicole Twyman	672 Moultrie St	
<i>[Faint signature]</i>	<i>[Faint address]</i>	<i>[Faint signature]</i>
<i>[Faint signature]</i>	<i>[Faint address]</i>	<i>[Faint signature]</i>

September 2015

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by **Bernal Safe and Livable**, an organization concerned about proposed development of a street and houses on steep open space over a major gas transmission pipeline in our residential area.



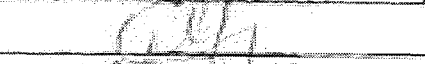
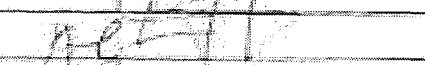



The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
MARK HESHER	60 GATES ST	
James Pendle	81 GATE ST.	
Barbara Tell	563 Peninsula Ave	
Julie Kendall	39 LISA AVE	
Michael Kendall	39 LISA AVE	
Michael Kendall	103 MONTGOMERY ST	
Joy Eppel	185 ANTONIO ST	
BEVERLY ANDERSON	168 MCULTRE	
HELEN NORDS	43 LUSHER CT	

September 2015

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by **Bernal Safe and Livable**, an organization concerned about proposed development of a street and houses on steep open space over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
SAM ORR	61 Gates St.	
WIN LOCKETT	61 Gates St.	
Ofelia Lopez	3101 21st St. S.E.	
Talia Courtney	135 Park St.	
Lisa Bishop	135 Park St., SF	
GERRY COURTNEY	135 PARK ST SF	
John Hodge	139 Park St SF	

September 2015

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by **Bernal Safe and Livable**, an organization concerned about proposed development of a street and houses on steep open space over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Giuliana Milanese	137 Anderson St	94110
Robert Weisblatt	140 Mullen Ave	94110
Laurel Muir	302 Winfield St.	94110
Tom Gallagher	239 Mullen Ave	94110
Jose L. Muir	302 Winfield St	94110
Ronda Weiner	72 Cypress St.	94110
Judith Kaitz	192 Bacon St	94110
Michael Messer	246 Ripley	94110
Diane Ross	246 Ripley	94110
CYRSTIA TORRES SIMONS	50 GATES ST	94110
MARCUS SANCHEZ RIV	50 GATES ST	94110

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by
 BERNAL SAFE AND LIVABLE, an organization concerned about proposed development of a road and
 houses on steep open space over a major gas transmission pipeline in our residential area.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
LINDA RAMEY	65 GATE ST. 94110	L. Ramey
RAFI BASHLIAN	60 GATES ST. 94110	R. Bashlian
PAMELA LOPINTO	75 GATES ST 94110	Pamela Lopez
Kelly Pardon	260 Gates St 94110	Kelly Pardon
Carol Eganwell	205 Gates St 94110	Carol Eganwell
STEVE PICCUS	3580 FOLSOM ST 94110	Steve Piccus
MIDORI DEUBA	3580 Folsom St 94110	Midori Deuba
Diana Sanchez	151 Andover St 94110	Diana Sanchez
Margaret Kviete	199 Hawthorne	Margaret Kviete
Robertly Crozier	627 Oak St 94110	Robertly Crozier
Kellis Richmond	377 Franklin St 94110	Kellis Richmond
Scott Cunningham	212 Elsie St 94110	Scott Cunningham
Darryl Forman	198 Wood St 94110	Darryl Forman
TONY CHRISANTHIS	375 CRESCENT AVE	Tony Chrisanthis
Nancy Baulit	75 Sunset 94110	Nancy Baulit
John D Webster	112 Gates St 94110	John D Webster
Beth Zandermon	118 Gates St 94110	Beth Zandermon
Kathryn Bender	90 Gates St 94110	Kathryn Bender
ALICIA CHAZEN	66 Gates St 94110	Alicia Chazen
MAAR HOSNEE	66 GATES ST 94110	Maar Hosnee

September 15

We, the undersigned Bernal Heights neighbors, support the Application for Discretionary Review by Bernal Safe and Livable--residents concerned about proposed development of a street and houses on a dangerously steep undeveloped hill over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

NAME

ADDRESS

SIGNATURE

Beth Abrams

12364th Street

Beth Abrams

12364th Street

12364th Street

12364th Street

12364th Street

12364th Street

12364th Street

12364th Street

12364th Street

12364th Street

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From: Samir Halteh <shalteh@gmail.com>
Sent: Tuesday, March 29, 2016 7:05 PM
To: Ryan Patterson
Cc: Lupe Hernandez
Subject: Folsom Street Extension

Flag for follow up
Completed

Hi Ryan - please find my statement below. Hope this helps! -S

To Whom It May Concern:

My name is Samir Halteh and I have been a resident of the 300 block of Bradford Street, currently the steepest street in San Francisco) since September 2011.

In my relatively short period of time living on the block I've been witness to two separate car accidents as a result of the steep grade of the street. That does not even include others that other residents of the street have witnessed (including a few over-turned vehicles).

The first accident happened when a gentleman employed to repair a garage door on the block got stuck on the steeper portion of the street. He was unable to turn around because the street was too narrow and because of the high center of gravity of his vehicle. When he tried to get down in reverse, he ended up losing control of the vehicle and it crashed into two separate parked cars which then ricocheted it into two separate homes.

The second accident occurred when a taxi mistakenly navigated up the street. While attempting a three-point-turn, he drove up a curb which caused the vehicle to be lifted off the ground, suspended between the steepest part of the street with the part above it. He was unable to move since the car appeared to be in a position where it would flip over. We ended up having to call SFPD which later brought in SFFD as well as a tow truck to help get the car to safety.

On top of these incidents, there are countless people who navigate up the street looking for parking and end up getting stuck. I have watched countless times as they destroy our landscaping and privacy walls trying to get down.

Every call to a repairman or a delivery comes with a sense of dread (and good amount of forewarning) due to the grade of the street.

Replicating a street that is too narrow, steep, and without access from both sides is irresponsible, in my opinion. It strikes me as remarkably shortsighted to build homes with garage parking and street access in a location that so obviously cannot facilitate it safely. If the homes are to be built, I believe that the only solution is to give them access via staircase like those on Joy street.

Best,
Samir Halteh

354 Bradford Street
San Francisco, CA 94110

From: Aaron W. <adwplanner@gmail.com>
Sent: Monday, April 25, 2016 5:49 PM
To: Ryan Patterson
Subject: Fwd: Upper Folsom Street Proposal - Folsom at Powhattan street

Here you go Ryan.

Sent from my portable telephone

Begin forwarded message:

From: "A-RON D.W." <adwplanner@gmail.com>
Date: March 30, 2016 at 4:48:36 PM PDT
To: richard.sucre@sfgov.org
Subject: Upper Folsom Street Proposal - Folsom at Powhattan street

Dear Mr. Sucre:

I am writing to express my concerns as a Bernal resident over the proposed street addition at upper Folsom street near Powhattan.

I reside on Bradford Street, the steepest hill in San Francisco. I believe the Folsom street addition will be of a similar slope. We have had issues with emergency vehicles not being able to navigate the hill. We have had cars where the emergency brake has snapped resulting in damage. We regularly have vehicles blocking passage in one direction or another. My father recently lost control of his balance and fell, breaking his leg. We have had people with belongings in shopping carts that have lost control of the carts, causing damage to vehicles.

I urge your committee to consider the potential hazards of inserting such a narrow and steep hill into the existing fabric of this location of Bernal.

Thank you.



APPLICATION PACKET FOR

Board of Supervisors Appeal Fee Waiver

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

Pursuant to Planning Code Section 350 and 352(n), the Planning Director shall consider and make determinations regarding applications for the authorization of a Board of Supervisors Appeal Fee Waiver. The first pages consist of instructions which should be read carefully before the application form is completed.

Planning Department staff are available to advise you in the preparation of this application. Call (415) 558-6377 for further information.

WHAT IS AN APPLICATION FOR A BOARD OF SUPERVISORS APPEAL FEE WAIVER?

Section 350 of the San Francisco Planning Code establishes an exemption from paying the full fees when the Requestor's income is not enough to pay for the fee without affecting their abilities to pay for the necessities of life, provided that the person seeking the exemption demonstrates to the Planning Director or his/her designee that they are substantially affected by the proposed project.

Section 352(n) of the San Francisco Planning Code establishes a waiver from the Board of Supervisor Appeal fees if the appeal is filed by a neighborhood organization that has been in existence for 24 months prior to the filing date of the request, is on the Planning Department's neighborhood organization notification list and can demonstrate to the Planning Director or his/her designee that the organization is substantially affected by the proposed project.

WHEN IS AN APPLICATION FOR A BOARD OF SUPERVISORS APPEAL FEE WAIVER APPROPRIATE?

An Application to Request a Board of Supervisors Appeal Fee Waiver is appropriate when the Board of Supervisors appeal fee affects the requestor's ability to pay for the necessities of life, in the case of an individual, or when a neighborhood organization in existence 24 months prior to the filing date of the request and on the Planning Department's notification list can demonstrate that the organization is substantially affected by the proposed project.

HOW DOES THE PROCESS WORK?

An individual seeking an exemption should not file this application, but must contact Ms. Yvonne Ko at the San Francisco Planning Department at (415) 558-6386.

A neighborhood organization seeking a Board of Supervisors Appeal Fee Waiver must complete the attached application, along with necessary supporting materials, and submit it to the Planning Information Center (PIC) at 1660 Mission Street.

WHO MAY APPLY FOR A BOARD OF SUPERVISORS APPEAL FEE WAIVER?

Any individual or neighborhood group who will file for a Board of Supervisors Appeal and who believes that they qualify for a waiver of the fee may file this application. An individual seeking an exemption should not file this application, but must contact Ms. Yvonne Ko at the San Francisco Planning Department at (415) 558-6386.

CASE NUMBER:
For Staff Use only

APPLICATION FOR Board of Supervisors Appeal Fee Waiver

1. Applicant and Project Information

APPLICANT NAME: c/o Kathy Angus		
APPLICANT ADDRESS: 99 Banks Street San Francisco, CA 94110	TELEPHONE: (415) 640-4568	EMAIL: kathyangus@gmail.com
NEIGHBORHOOD ORGANIZATION NAME: Bernal Heights South Slope Organization		
NEIGHBORHOOD ORGANIZATION ADDRESS: c/o Kathy Angus 99 Banks Street San Francisco, CA 94110	TELEPHONE: (415) 640-4568	EMAIL: kathyangus@gmail.com
PROJECT ADDRESS: 3516-3526 Folsom Street		
PLANNING CASE NO.: 2013.1383E	BUILDING PERMIT APPLICATION NO.: 2013.12.16.4318 & 2013.12.16.4322	DATE OF DECISION (IF ANY): 3/26/14, 5/5/16

2. Required Criteria for Granting Waiver

(All must be satisfied; please attach supporting materials)

- ☒ The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.
- ☒ The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.
- ☒ The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.
- ☒ The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Submission Checklist:

- ☐ APPELLANT AUTHORIZATION
- ☐ CURRENT ORGANIZATION REGISTRATION
- ☐ MINIMUM ORGANIZATION AGE
- ☐ PROJECT IMPACT ON ORGANIZATION

☐ WAIVER APPROVED

☐ WAIVER DENIED



**SAN FRANCISCO
PLANNING
DEPARTMENT**

FOR MORE INFORMATION:

Call or visit the San Francisco Planning Department

Central Reception

1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**

FAX: **415.558.6409**

WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)


1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*

**ZACKS & FREEDMAN
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OPERATING ACCOUNT
235 MONTGOMERY STREET, 4TH FLOOR
SAN FRANCISCO, CA 94104

 **FIRST REPUBLIC BANK**
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SAN FRANCISCO, CA 94111

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11-8166/3210

6/3/2016

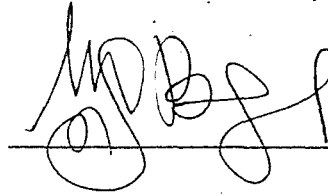
PAY TO THE
ORDER OF

San Francisco Planning Department

\$ **562.00

Five Hundred Sixty-Two and 00/100***** DOLLARS

San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103




MEMO

CEQA Appeal Fee re: 3516-3526 Folsom St.

MP SAFEGUARD SECUR
N

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RECEIVED
SACRAMENTO SUPERVISOR
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2016 JUN -3 PM 3:53
BY 

ZACKS, FREEDMAN & PATTERSON

A PROFESSIONAL CORPORATION

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
Facsimile (415) 288-9755
www.zfplaw.com

July 8, 2016

VIA HAND DELIVERY AND EMAIL

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102
bos.legislation@sfgov.org

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383E
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear Ms. Calvillo:

Enclosed, please find the following:

1. 236 letters in support of the CEQA appeal;
2. A letter from pipeline expert Professor Robert Bea (UC Berkeley, Emeritus); and
3. A report from structural and civil engineer Patrick Buscovich.

Please kindly include these items with the appeal file. Additional materials will be submitted prior to the appeal hearing.

Thank you.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC

/s/ Ryan J. Patterson

Ryan J. Patterson

Encl.

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TELEPHONE: (925) 631-1587

E-MAIL: bea@ce.berkeley.edu



SANTA BARBARA • SANTA CRUZ

CENTER FOR CATASTROPHIC RISK MANAGEMENT
DEPARTMENT OF CIVIL & ENVIRONMENTAL ENGINEERING
BERKELEY, CALIFORNIA 94720-1710

June 29, 2016

**Re: Inquiry about Gas Transmission Pipeline 109 from concerned SF residents
Proposed Project at 3516-3526 Folsom Street, San Francisco, CA**



Dear Neighbors of Gas Transmission Pipeline 109:

Given the background information you have provided, yes, you should be concerned. There are several points in your summary that provide good basis for your concerns:

- 1) Old (1980's) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) Lack of records on the construction, operation, and maintenance of the pipeline,
- 3) No definitive guidelines to determine if the pipeline is 'safe' and reliable',
- 4) Apparent confusion about responsibilities (government, industrial-commercial) for the pipeline safety, reliability, and integrity.

This list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

The fundamental 'challenge' associated with communicating your concern is tied to the word 'safe'. Unfortunately, it has been very rare that I have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough.'

During my investigation of the San Bruno disaster, I did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': *"freedom from undue exposure to injury and harm."* Further, it was clear they did not have a clear understanding of the First Minimal Principle of Civil Law: *"It is lawful to impose risks on people if and only if it is reasonable to assume that they have sufficient knowledge to understand the risks and have consented to accept those risks."*

Much of this situation is founded in 'ignorance'. It is very rare for me to work with engineers or managers who have an accurate understanding of what the word 'safe' means - and no clue about how to determine if a system is either safe or unsafe. The vast majority of governmental regulatory agencies are even worse off.

I have attached a graph that helps me explain the important concepts associated with determining if a system is either safe or unsafe. The vertical scale is the annual likelihood of failure. The horizontal scale is the consequences associated with a failure. The diagonal lines separate the graph into two quadrants: Safe and Not Safe. If the potential consequences can be very high, then the probability of failure must be very low. Uncommon common sense.

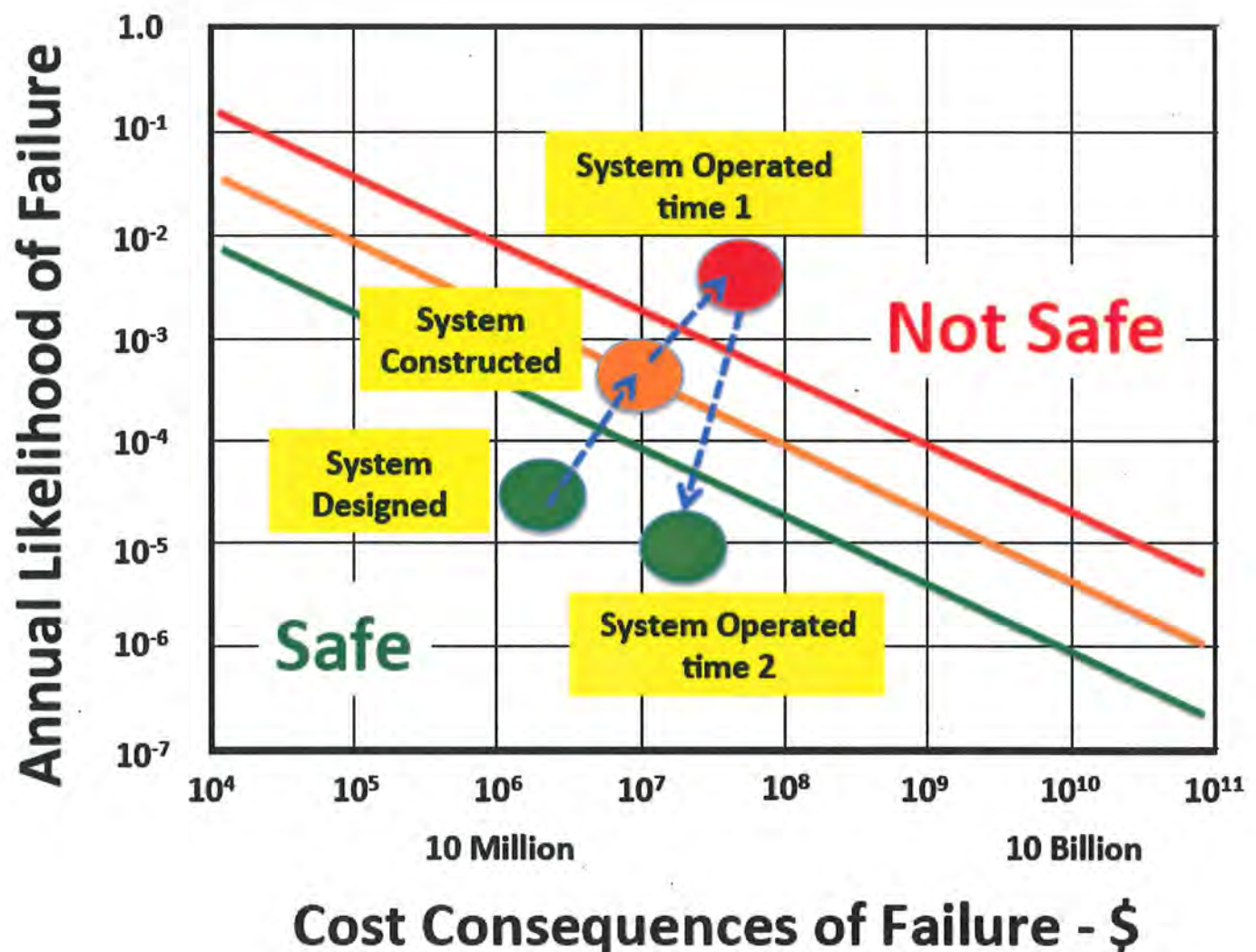
On the graph, I show a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). When it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. When the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other

things that increase the potential consequences of a major failure. Once it is determined that the system that was originally designed to be safe is no longer safe, then it is necessary to do things that will allow the system to be safely operated—reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut down the system)—or replace the segment of the pipeline that no longer meets safety-reliability requirements.

After I completed my investigation of the San Bruno disaster, I prepared a series of 'graphics' that summarized my findings. A copy of the file is attached. I hope it will help you understand how to better communicate your valid concerns regarding this development.



Robert Bea
Professor Emeritus
Center for Catastrophic Risk Management
University of California at Berkeley
email: bea@ce.berkeley.edu



The PG&E San Bruno Disaster 'Root Causes' Analysis Summary



Crestmoor High Consequence Area

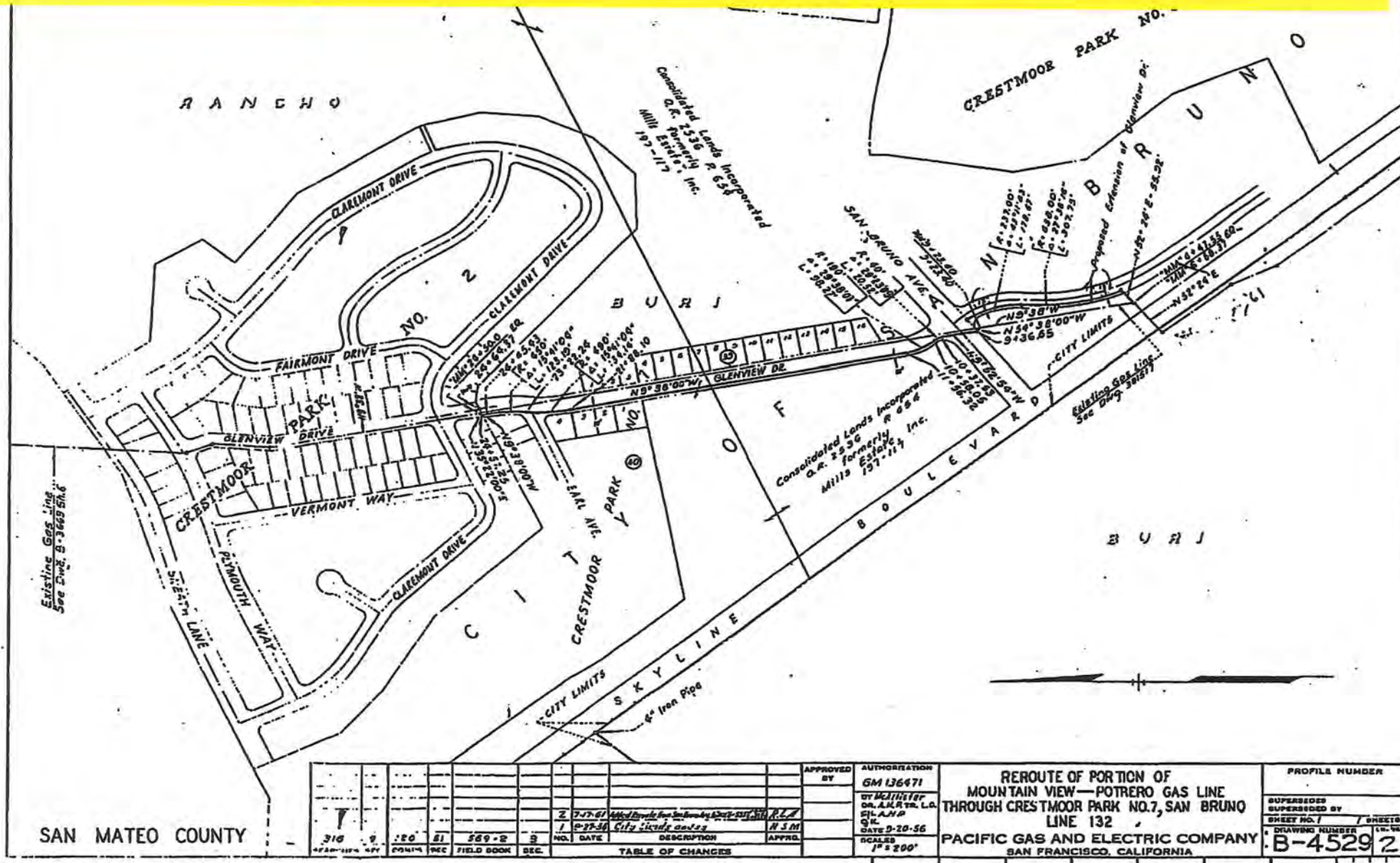


Installing Segment 180 in 1956



Frank Maffei photo

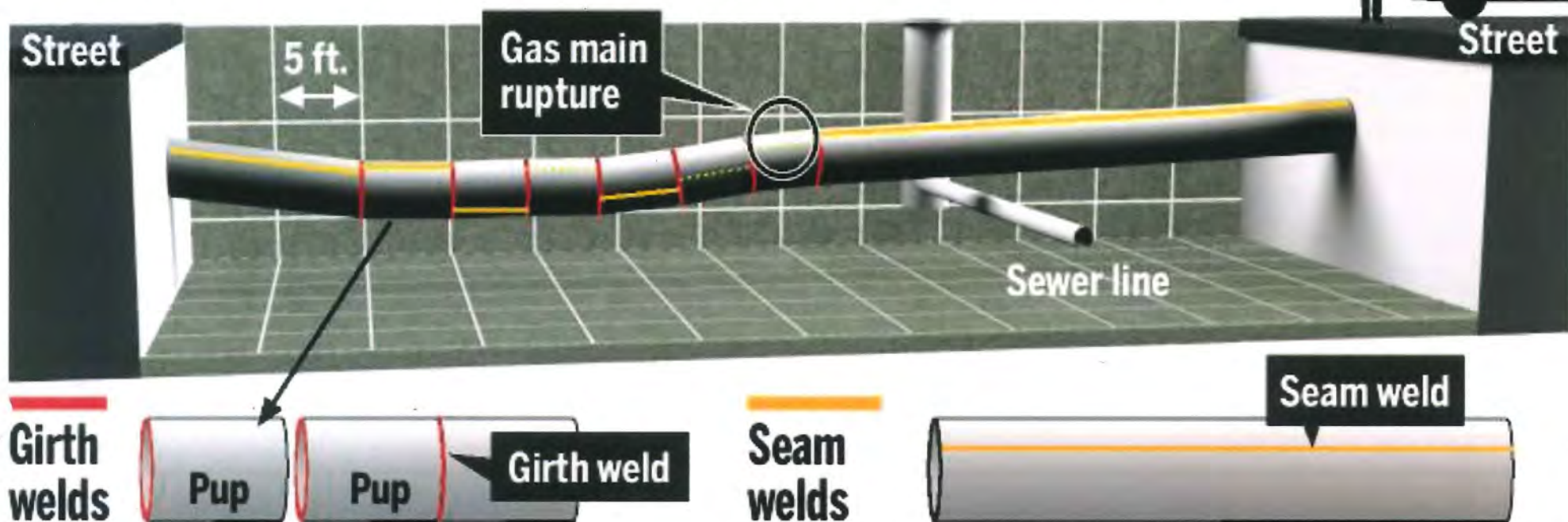
**PG&E plans sent to field for 1956 relocation –
details not provided for ravine profile**



PG&E did not provide the construction 'details' to accommodate the change in vertical direction at the bottom of the 'ravine'

Gas pipeline construction

A report in January from the National Transportation Safety Board said that the natural gas pipeline that exploded in San Bruno in September 2010 had more than 100 spots with inadequate welds. These welds were either girth or seam welds, defined below.



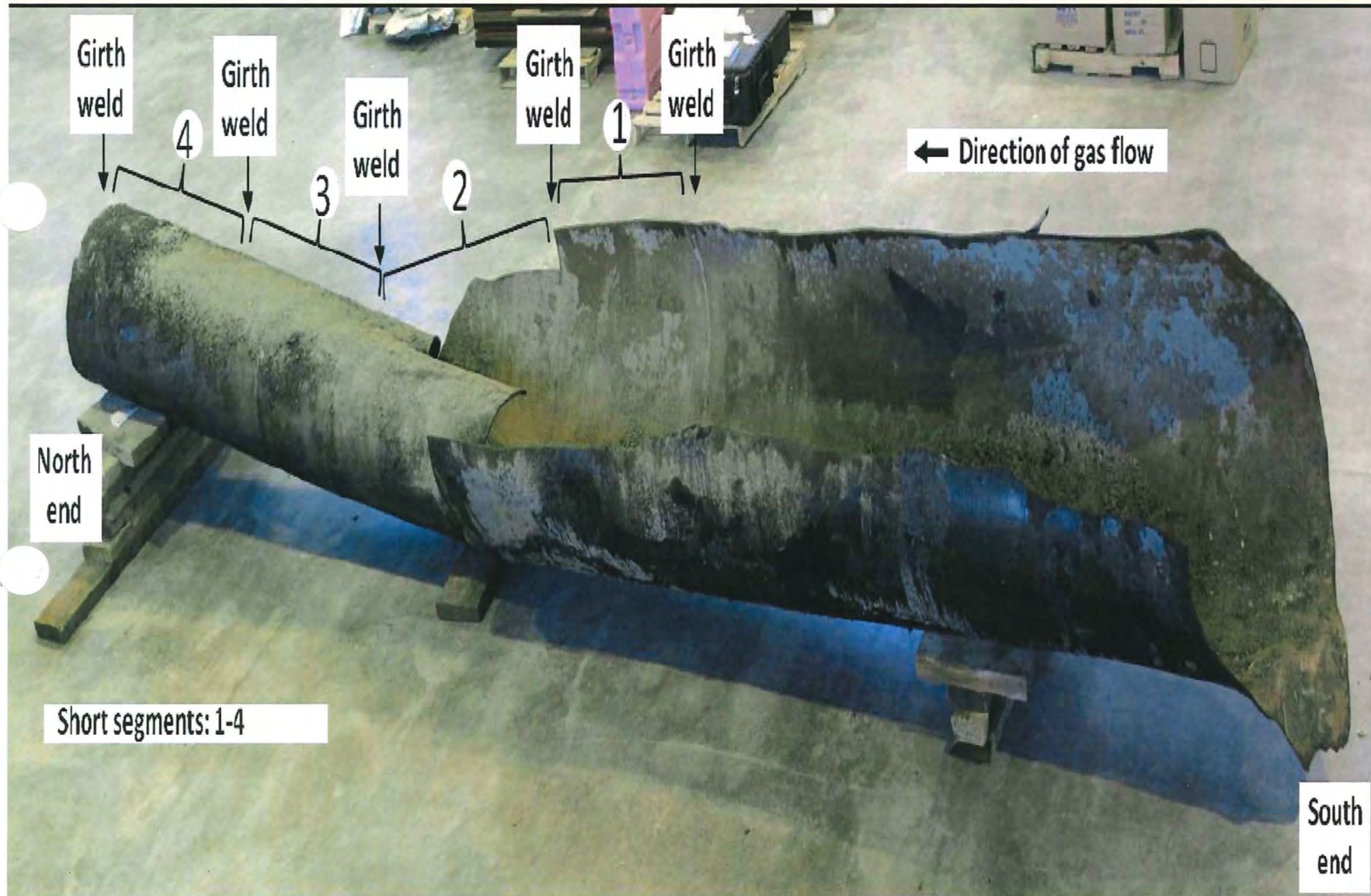
Within the 44-foot section of the damaged pipeline were six smaller pieces, known as "pups," all welded end-to-end at the girth on-site in 1956.

Done at a factory, pipes were made by rolling steel sheets and welding them at the seam. Investigators found numerous welds only penetrated halfway through the steel when they should have gone all the way.

Source: National Transportation Safety Board

PAI/MERCURY NEWS

PG&E installed a 'litter of pups' to accommodate the change in vertical direction at the bottom of the 'ravine'



Longitudinal welds inside pipe missing

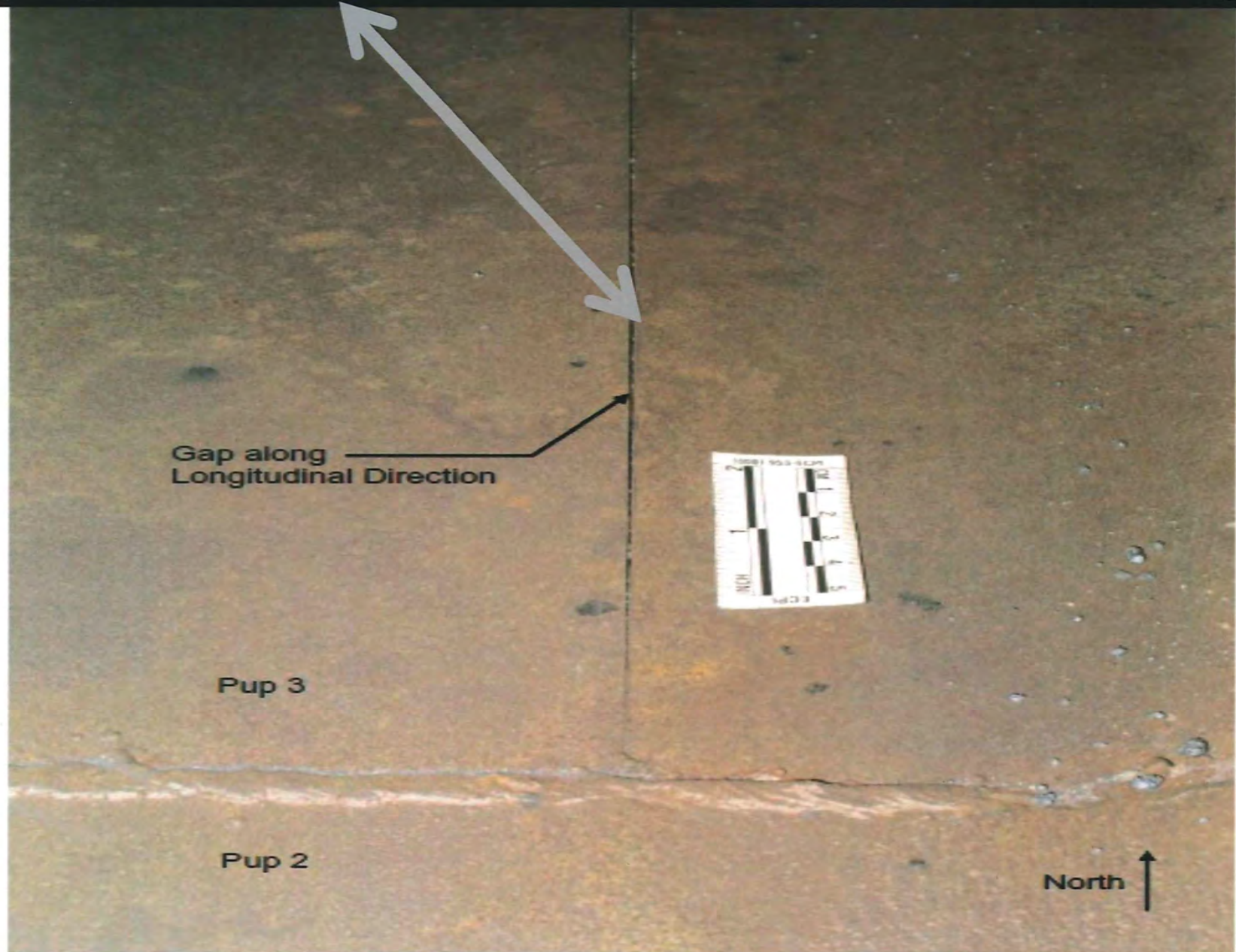


Figure 9: Inside wall of pup 3 showing a longitudinal gap that extended the length of the pup.

Welded from outside and ground flush

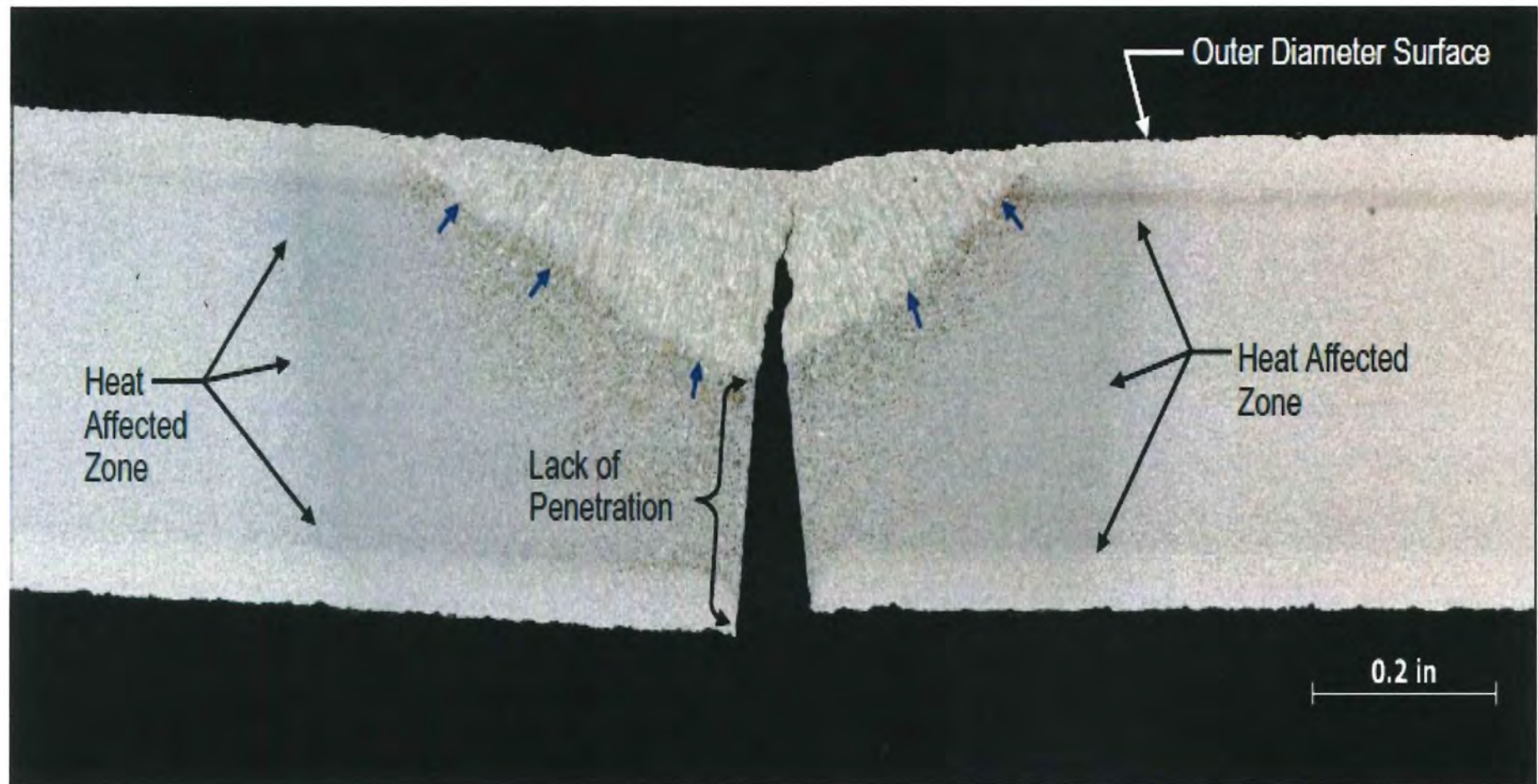


Figure 48: Etched metallographic cross section of the longitudinal seam in pup 3 taken 10 inch north of girth weld C3. The microstructure of the weld was consistent with a fusion welding process along the outer diameter surface of the seam.
Blue arrows – weld pool boundary along outer diameter surface seam.

Weld flaws propagated by pressure fluctuations & 'spiking'

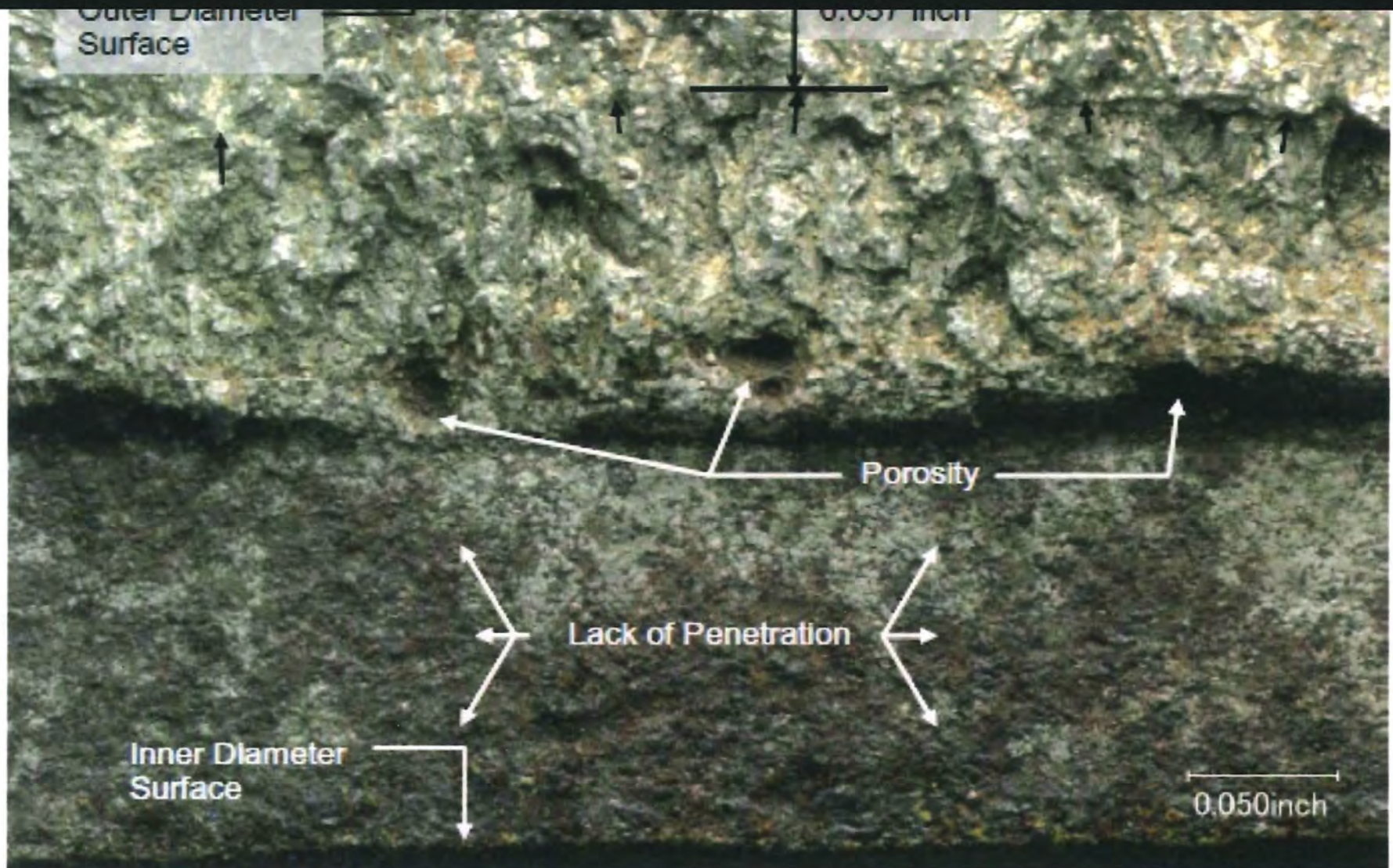


Figure 35: Micrograph of the initiation site in pup 1 at the 21.4 inch mark, the deepest point of the crack arrest mark. The profile of the arrest mark is indicated by the black arrows.



**PG&E Milpitas control room
operator:
“We’re Screwed!”**

The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'



1956 construction 'work arounds' to relocate Line 132 and install Segment 180

1968 start intentional pressure 'Spiking' to maintain MAOP

1978 no action taken to hydrostatically test Line 132

1985 no action taken to replace Line 132 as part of the GPRP

1987 no action taken to uncover pipeline to determine what was 'in the ground'

The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'

1988 no action taken to determine cause of leak in Line 132

1996 no actions taken to install RCVs or ASVs to reduce effects of rupture

1998 no actions taken to validate information contained in pipeline GIS

2000 replaced GPRP with Risk Management Program to reduce costs

2003 repeat intentional pressure 'Spiking' to maintain MAOP

2004 integrity survey discloses 13 leaks with 'unknown' causes



Line 132 Bunker Hill longitudinal weld leak



The history of Line 132 Segment 180

'A Tyranny of Incremental Disastrous Decisions'

2008 no actions taken to determine 'unknown' causes of 26 leaks in Line 132

2008 repeat intentional pressure 'Spiking' to maintain MAOP

2008 no inspection of Segment 180 uncovered for sewer replacement

2009 Enterprise Risk Management report recognizes pipeline explosion risks

2010 audit of PG&E's Integrity Management Program discloses dilution through exception process and insufficient allocation of resources

The history of Line 132 Segment 180

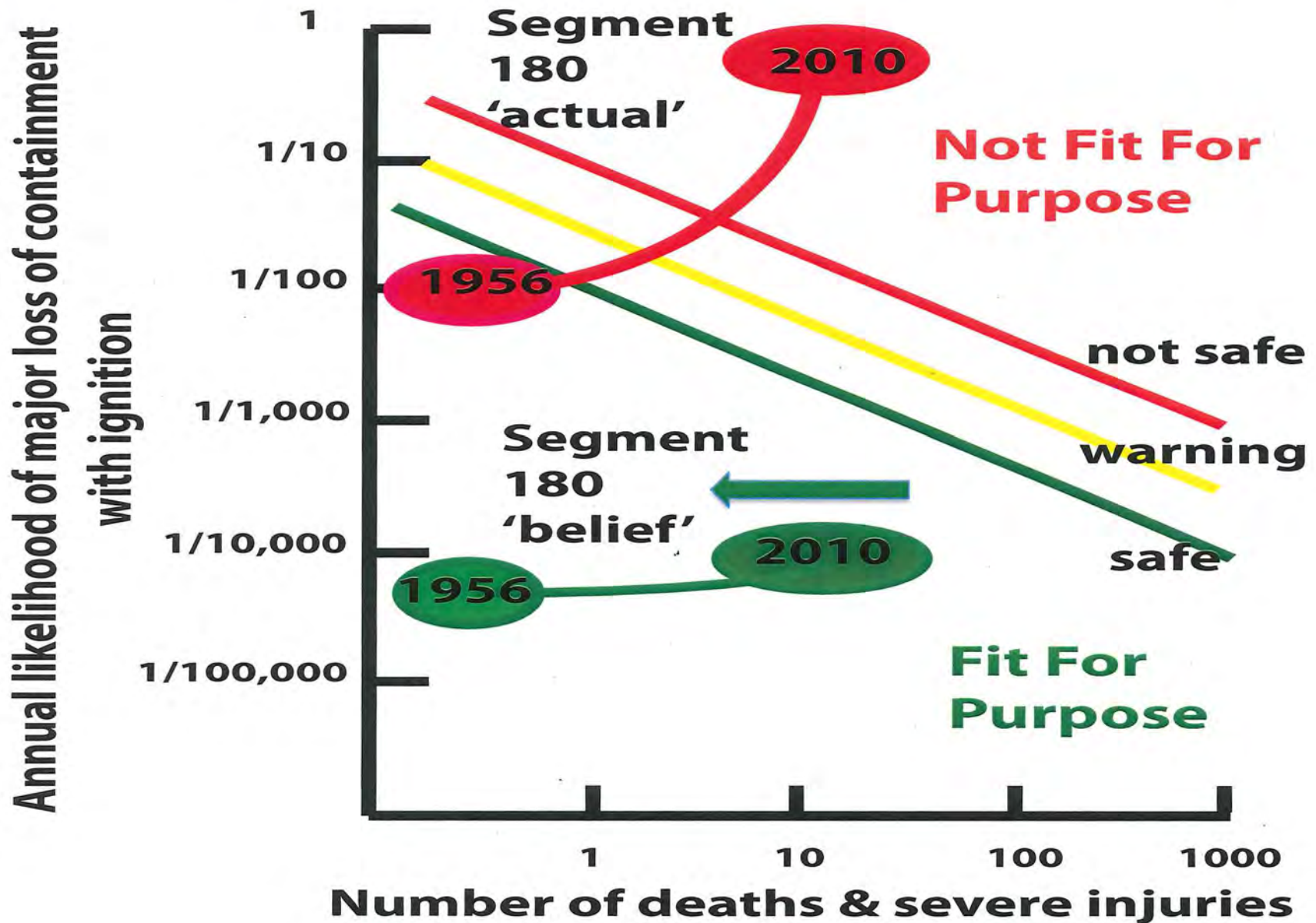
'A Tyranny of Incremental Disastrous Decisions'

2010 additional manufacturing defect discovered in Line 132 girth weld

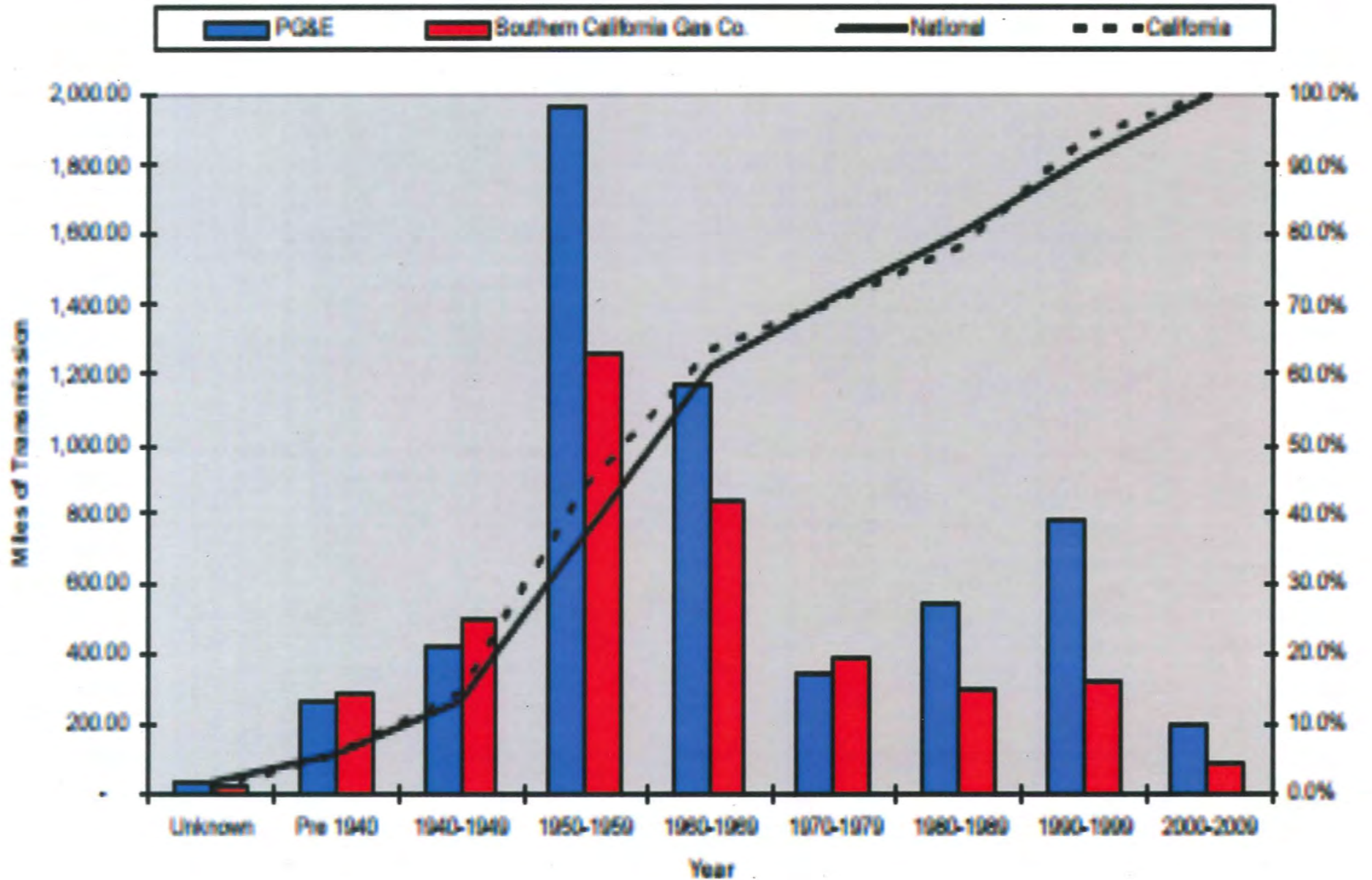
2010 September 9 at 6:11 PM Line 132 Segment 180 ruptures with catastrophic effects

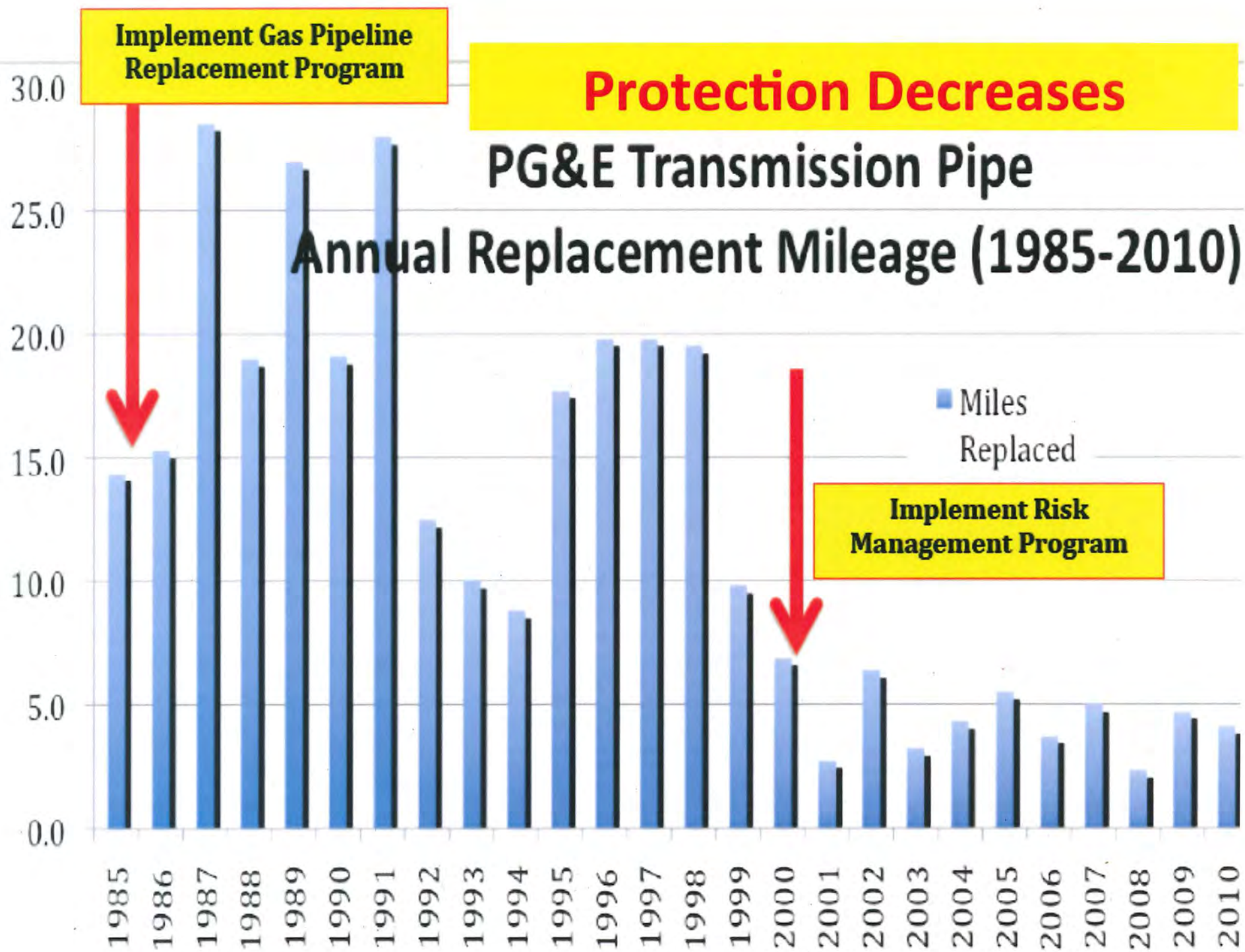


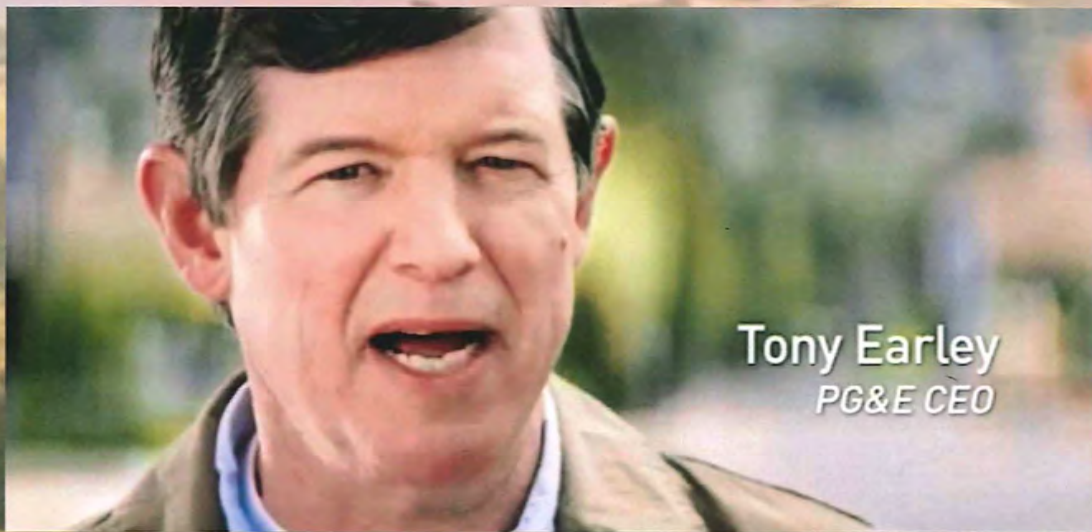
PG&E Segment 180 Integrity Mis-management



Production Increases







Tony Earley
PG&E CEO

“I saw a company that lost its way”
(New PG&E CEO Tony Earley)

June 9, 2012



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Line 132 Segment 180
was
MANAGED TO FAILURE
by
PG&E

Buscovich & Buscovich

235 MONTGOMERY STREET, SUITE 1140, SAN FRANCISCO, CALIFORNIA 94104 • TEL: (415) 760-0636 • E-Mail: patrick@buscovich.com

WWW.BUSCOVICH.COM

Board of Supervisor
City Hall
San Francisco, CA
Job Number: 14.145

Patrick Buscovich Civil Engineer

July 8, 2016

3516 Folsom
Rahul Shah

The following is a Civil Engineering Study and analysis of the proposed "Street": It is Current and unimproved dirt hill

- The Bureau of Street Use and Mapping (BSUM) have standards for street design and construction for the city to maintain a street after it is built. The current design is so out of conformance with city standards, the city will never accept this street for maintenance. The street has varying slope from the intersection up the hill and the sidewalks are not level with each other. Warping of a street like this is not allowed. The fronting property owner will then have to maintain this street in perpetuity. In Addition, drainage down the street may flood the downhill homes
- This proposed street will be one of the steepest streets in San Francisco at +/- 36% slope. It will be 16 feet wide with no vehicle turn around at the top. It is a dead end street. Streets this steep are almost always thru streets or at a minimum have a turnaround. Without a turn around at the top, cars will back down the street in reverse. California vehicle code (CVC) discourages this maneuver due to losing control of a vehicle.
- Most vehicles, other than a specialized car, will not be able to drive onto this dead end street and into the houses. Most passenger cars will stop at the corner of Folsom & Chapman and park.
- It will be a challenge to turn around and change direction on this street in a vehicle, based upon the narrow width of 16 feet and extreme slope. Average cars length range from 15 feet to 18 feet long. It will be difficult to have an average car turn from uphill, to 90° to curb, to down hill. At 16 foot wide, an 18 foot car does not fit in the 90° position. Further, at 36° slope, vehicles with a medium to high center of mass will experience "tipping over" when turning around in the 90°

position. Thus any vehicle that are tall (i.e. mail truck, pick up, delivery van, garbage truck, etc) or have a long wheel base (sedan) will not be able to drive onto this dead end street. The only passenger car that could use this dead end street is low height, short wheel base, compact cars. Backing down the hill is not going to be a viable or safe solution. Ironically, the only vehicle that can turn around on this street (i.e. compact car) will not be able to transverse the base of the dead end street. The base is a flat intersection, a transition section and a steep hill (36°). Most cars will bottom out the tail pipe going uphill or the front fender going down. Even with a transition section of the street going from flat 0° , a short transition of 18° and then street 36° is not enough. No extension of car beyond the rear wheel or front wheel will work. To cross the intersection and go up/down this street will require a car with no front or rear end. This vehicle will also need to cross a very steep sidewalk and down a warp driveway; this will require a high undercarriage. A compact car with a high undercarriage and no front or rear end. The only vehicle that meets this description is a off road Jeep. It is short, has a low center of mass, high undercarriage clearance and no front or rear end. It is not a passenger vehicle. It is for off road driving which is what will be required to drive this hill. This vehicle is not meant for speed in excess of 50 MPH.

It is also important to note that garbage truck will not go up this street and Recology will not walk up the street to pick up recycling. Recycling bins will have to be left at the corner of Folsom and Chapman. With two homes now and two proposed with 4 more sites ready, the size of this garbage zone will be large. There is no sidewalk envision at the corner so no garbage zone is available. This is problem that needs to be addressed now in the street design for these homes to be livable.

Additionally, the mail truck will not go up this street. The mailman will have to hike up this street leaving his truck at the corner. This will potentially

create a traffic issue at the intersection of Folsom and Chapman. I also hope that the project sponsor has talked to the US Postal Service to confirm they will hike the street to deliver the mail. Otherwise, a mail box will be required by the USPS at the intersection of Chapman and Folsom. There is no location I see that works for a mail box, let alone the recycle garbage bin zone.

The proposed two homes will need off street vehicle parking. Plausibly one vehicle could be a true off road Jeep, which could drive this street. The jeep will also be able to traverse the sidewalk cross slope. Most passenger vehicles can not traverse the extremely warped driveway. Exiting the garage and backing up the driveway will create a blind spot for the driver. At a minimum, a second car will be used at this house. Due to the steepness of Bernal I question the viability of a bike to replace a car but at a minimum, one addition car will be used for a house of this size. This second car is not going to be a jeep but a passenger car. This car will not be able to use the garage parking in the house but will use Street Parking. On this 16 foot section of Folsom St. there is no street parking. For planning purpose, six home time 1 car per home need to be accounted for neighborhood parking. For guest visits, more parking will be require. A simple study shows the need for 10 additional street parking spot in a neighbor with an acute shortage of on street parking. These "10 cars" not go up and down the street or across the sidewalk down the warped driveway. There is no street parking in front of these homes. These 10 cars are going to park in a 200 foot walking radius on the adjoining block of Folsom street, below the intersection or the adjoining block of Chapman. In this walking radius there are roughly 50 to 60 street parking spots that are almost always full. Adding 20% more parking is impossible. The garage in these homes will not work and a 16 foot wide Street with no street parking in front of homes will congest parking in this neighbor and will cause issues with Proposition Statement 2 "neighborhood character is

conserved and protected". I am also concerned that this parking congestion issue will impede emergency vehicles (Police, Fire, and EMS).

Summary

In summary, the vehicle issue and parking demand will create a traffic mess for this neighborhood. This problem has simply not even been addressed by the project sponsor. It will be borne by the neighborhood. This problem is exacerbating by the size of the homes and number of bedroom proposed by the project by the project sponsor. This will be the steepest street with driveways in San Francisco, if not the State. In addition, the lack of thru or turn around will, in my professional opinion, create a significant traffic and parking problem.

Sincerely

Patrick Buscovich



Patrick Buscovich & Associates Structural Engineers, Inc.

235 MONTGOMERY STREET, SUITE 823, SAN FRANCISCO, CALIFORNIA 94104-3105 • TEL: (415) 788-2708 FAX: (415) 788-8653

Patrick Buscovich S.E.

Education:

University of California, Berkeley ~ Bachelors of Science, Civil Engineering 1978
~ Masters of Science, Structural Engineering 1979

Organizational:

State of California, Building Standards Commission
Commissioner 2000 – 2002
City & County of San Francisco, Department of Building Inspection (DBI)
Commissioner/Vice President 1995 – 1996
Chair, SF Housing Code Update 1995
UMB Appeals Board 2005 – 2006
Code Advisory Committee 1990 – 1992
Chair of Section 104 Sub-Committee.
Structural Engineers Association of Northern California (SEAONC)
President 1997 – 1998
Vice President 1996 – 1997
Board of Directors 1994 – 1999
College of Fellows Elected 2002
Edwin Zacher Award 1999
Structural Engineers Association of California (SEAOC)
Board of Directors 1996 – 2000
Applied Technology Council (ATC)
President 2007 – 2008
Board of Directors 2000 – 2009

Licenses:

California, Civil Engineer C32863, 1981
Structural Engineer S2708, 1985

Experience:

Patrick Buscovich and Associates, Structural Engineer – Senior Principal (1990 to Present)
Specializing in Existing Buildings, Seismic Strengthening/Structural Rehabilitation, Building Code/Permit Consultation, Peer Review, Expert Witness/Forensic Engineering

- Code Consulting and Peer Review for projects in San Francisco (Planning Department, Fire Preventing, Street Use & Mapping, Building Department, Board of Appeals).
- Permit Consultant in San Francisco (DBI, DCP, SFFD, BSUM & BOA).
- Expert Witness/Forensic Engineering/Collapse & Failure Analysis
- Seismic Retrofit Consultation.
- Member of the following SEAONC/DBI Committees:
 - Committee to revise San Francisco Building Code Section 104F/3304.6.
 - 1988-1990 Committee to draft San Francisco UMB ordinance.
 - 1993 Committee to revise the San Francisco UMB ordinance.
 - SEAONC Blue-Ribbon panel to revise earthquake damage trigger, 1998
 - Secretary, Blue Ribbon Panel on seismic amendments to the 1998 SFBC.
 - Secretary, Blue Ribbon Panel Advising The San Francisco Building Department on CAPSS.
- Co-Author of the following SF Building Code Sections.
 - EQ damage trigger SFBC 3404.7.2, Repair 3405.1.3, Change of Occupancy 3408.4.1., Lateral Forces Existing Building 1604.11.1
- Author SFBC Administrative Bulletin: AB102 (Seismic alteration) & AB103 (CFC)
- Coordinator/Speaker for SEAONC San Francisco UMB Seminars 1992, 1993 & 1994.
- Speaker at 2009 SEAONC Seminar on San Francisco UMB Code, 1850 to Present.
- Member of 1993 San Francisco UMB Bond Advisory Board.
- Speaker at numerous San Francisco Department of Building Inspection Seminars on UMB.
- Speaker at numerous code workshops for the San Francisco Department Building Inspection.
- Co-author of 1990 San Francisco UMB Appeals Board Legislation.
- Co-author of San Francisco Building Code Earthquake Damage Trigger for Seismic Upgrade, Committee Rewrite 2008.
- As a San Francisco Building Commissioner:
 - Directed formulation of Building Occupancy Resumption Plan (BORP)
 - Chaired the 1995 update on the San Francisco Housing Code.
 - Directed formulation of UMB tenant protection program
- Consultant to the City of San Francisco for evaluation of buildings damaged in the Loma Prieta Earthquake (October 17, 1989) to assist the Bureau of Building Inspection regarding shoring or demolition of "Red-Tagged" structures (SOHA).
- Consultant to San Francisco Department of Building Inspection on the Edgehill Land Slide 1997.
- Consultant to 100's of private clients for evaluating of damage to their buildings from the October 17, 1989 Loma Prieta Earthquake.
- Project Administrator for multi-team seismic investigation of San Francisco City-owned Buildings per Proposition A, 1989 (\$350 million bond). (SOHA).
- Project Manager for seismic strengthening of the Marin Civic Center (SOHA).
- Structural Engineer for the Orpheum Theater, Curran Theater and Golden Gate Theater.
- Consultant on numerous downtown SF High Rise Buildings.
- Rehabilitation & Seismic Strengthening design for 1000's of commercial and residential buildings in San Francisco.
- Commercial Tenant Improvement
- Structure Rehabilitation of Historic Building.
- Structural consultant for 1000's of single family homes and apartment buildings alteration in San Francisco

Previous Employment

- SOHA 1980-1990, Associate
- PMB 1979-1980, Senior Designer

Public Service:

Association of Bay Area Government – Advisory Panels
Holy Family Day Home – Board of Director
Community Action Plan for Seismic Safety (CAPSS), Advisory Panel.

Awards:

Congressional Award, 2003.
SFDBI Certificate of Recognition, 1996.

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

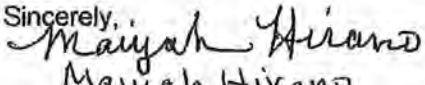
Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- **The project's lack of planning for garbage, recycling, and compost pickup** will impact both public health and safety.
- **The project site's proposed steep street** presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,


Name & Signature
hiranomagic@gmail.com
Email

66 Anderson St

Address SF 94110

Phone (optional)

July 07, 2016

Date

July 5, 2016
Board of Supervisors
City Hall
San Francisco, CA 94102

Dear Supervisors,

I was thoroughly shocked to hear that the construction projects at 3516 + 3526 Folsom St. in San Francisco had been given a categorical exemption from environmental review.

How is this possible?! This can't happen in my neighborhood!

There is a 26 inch DGE gas pipeline in that spot and there are no industry recommended ^{safety} protocols in place!

Does San Bruno ring a bell? My aunt lives there so I know personally the catastrophic effects of gas pipelines gone wrong.

Please assure me and my neighbors that protocols are followed and a complete environmental review is undertaken.

Sincerely

Molly Nixon
MOLLY NIXON

56 Roscoe St.
San Francisco, CA
94110

mollycnixon@aol.com

July 5, 2016

Board of Supervisors
City Hall

San Francisco, CA. 94102

Dear Board of Supervisors:

The planned construction on the 3500 block of Folsom Street is of incredible concern for multiple reasons. I am writing with the strong request of an environmental review of the two construction lots at 3516 and 3526 Folsom Street because of critical safety issues for the residents of this city. The most glaring safety hazard is that a 26 inch PG+E gas transmission pipeline runs under the surface of an erosion-prone hill of the construction site. Even a minor mishap could cause an explosion similar to the explosion in San Bruno. ~~It~~ ^{it} is absolutely appalling that it would be approved without a review. More importantly, construction has been the primary cause of pipeline damage.

Please re-consider this careless construction by reviewing the project before proceeding. Assure me and my fellow San Francisco residents that our safety is of utmost importance.

Sincerely,
A. Asa
Leia Asaneuma

315 Elsie St.
SF, CA. 94118
leiaasa@gmail.com

July 7, 2016

President London Breed

c/o Angela Calvillo, Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place - City Hall - Room 244

San Francisco, CA 94102

Dear Supervisor Breed and Members of the Board,

I am a 33 year resident of Bernal Heights and live directly down the hill from the "Project Site" (3526 and 3516 Folsom Street). In fact I live about 50 feet away from it. For the first time I have lived in this neighborhood I am both scared and very worried.

I am scared because if this Project is approved our neighborhood will be subject to a continual barrage and reckless, unsafe intrusion of heavy earth-moving equipment along a 26" major gas transmission line. This PGE major trunk line has not recently been surveyed or fully, completely and thoroughly inspected. Myself, my wife and our neighbors have never been given any assurances of pipeline safety. PGE has shown no records of pipeline inspection; they have shown us no records of how deeply buried this pipeline is; what they do say is "someone will be on site when the digging starts to make sure there are no accidents. I am sorry that is not good enough!!"

Honorable members of the Board of Supervisors, we neighbors deserve better! We deserve not to be ignored, shunted to the side and treated as if our fears for public safety, our fears for our homes and our fears for our families health and welfare don't matter. They do matter! This is a serious public safety issue. If there is no full, complete, and thoroughly transparent and open Environmental Impact Review of the "Project Site". our neighborhood is in grave danger. We could all - all of us elders, adults, and children - be victims of a terrible explosion. Not too long ago a cement truck overturned on a less steep stretch of road just below the "Project Site" while working on a City-sponsored Infrastructure Project. This is the same type of gas transmission line that blew up in San Bruno a few years ago.

I am very scared this is a 198's gas pipeline installed on one of the steepest areas of the City. Heavy earth moving equipment could be travelling over it daily! PGE has shown us no records on the construction, operation and maintenance of this major trunk line! PGE has no definite guideline to show us that the pipeline is both safe and reliable! We can't get a straight answer from anyone in the City government or from PGE

Board Letter
07/07/2016

-3-
Case No. 2013.1383E

about who is responsible for the safety of this pipeline, who will show ^{us} evidence of its reliability, and who will show us the facts about its integrity (ability to withstand stress and shock). We have been trying to get answers for almost three (3) years. And what do we get? We get "finger pointing", we get "Kicking the can down the road", we get "not our responsibility"! Can you understand why I am now so fearful - really fearful - of this "Project Site" going ahead without an Environmental Impact Review?

Another problem with not having an Environmental Impact is the terrible parking impact this Project will have. The current driveway - ours at 3574 Folsom - and Patricia Hughes at 3577 Folsom - will be rendered unusable if the Project is approved. We will not be able to effectively park our cars. We need our cars for work and transportation. If we park our cars on the street - Folsom St. or Chapman St. - we are in competition a heavily impacted area. There is already a struggle for parking because a new home is going up at the corner of Folsom and Chapman. That is one more car looking for parking space, our two cars are ^{now} added in to this struggle for parking, and the negative

Board Letter

07/07/2016

Case No. ⁴2013.1383E

impact increases. Where are these "new" cars going to park? Who do we look to, supervisors, to solve these problems. Traffic density now increases. There is a shortage of parking space to begin with and these new homes - with no provision for on-street parking - only make a bad problem worse!

And consider this: this Project site opens the way for a new road to be built from Folsom and Chapman St. all the way up to the Community Garden. If that road goes in, the owners of the 4 neighboring lots have indicated they will build homes. We would now have six homes not two - with up to 12 cars looking for parking space - not to mention garbage collection and emergency vehicle entrance and turn-around problems.

Honorable members of the Board I hope you will seriously consider granting our Appeal of this Categorical Exemption. I fear for the Public Safety of our neighborhood if the major transmission line is certified "safe and reliable" by some independent panel of experts; There needs to be an independent assessment of the traffic density impact caused by the Project as well. We want evidence and we want assurance!

HERBERT E. FELSENBERG

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

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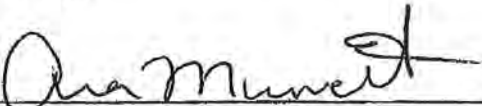
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The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,

	<u>1078 B Hampshire St 94110</u>
Signature	Address
<u>Anna Murveit</u>	
Printed name	Email
<u>7/7/16</u>	
Date	Phone number (Optional)

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Sincerely,

Tom Schulz
Signature

105 GATES S.F. 94110
Address

TOM SCHULZ
Printed name

Email

7/7/14
Date

Phone number (Optional)

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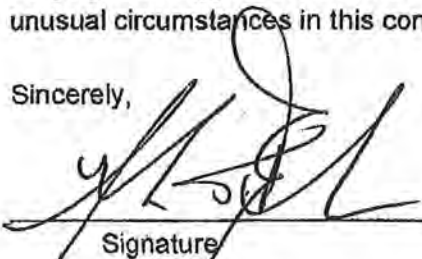
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Sincerely,



Signature

ANDY BRADEN

Printed name

7/6/16

Date

SF 94110
70 BANKS STREET

Address

Email

Phone number (Optional)

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Sincerely,

<u>Helen Jorgensen</u>	<u>16 Weyford St SF 94110</u>
Signature	Address
<u>Helen Jorgensen</u>	
Printed name	Email
<u>7/7/14</u>	
Date	Phone number (Optional)

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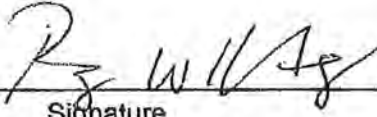
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Sincerely,

 Signature	30 STILLINGS AVE SF 94131 Address
ROGER FONG Printed name	rfo.ridetiger.com Email
7/5/2016 Date	_____ Phone number (Optional)

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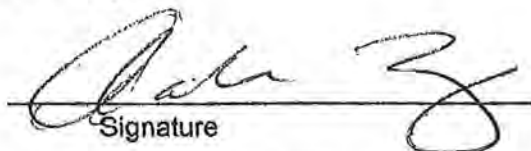
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Sincerely,


Signature

10 Sussex St SF CA 94131
Address

Adrienne Tackas
Printed name

Email

7/16/16
Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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Sincerely,

Ruth Laskey

Signature

24-A Stillings Ave San Francisco CA 94131

Address

Ruth Laskey

Printed name

rlaskey@yahoo.com

Email

7/5/16

Date

Phone number (Optional)

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Sincerely,



Signature

24 A STILLINGS AVE SF CA 94131

Address

JONATHAN RUNCO

Printed name

Email

7/6/16

Date

Phone number (Optional)

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Sincerely,

Erik Kramvik

Signature

30 Stillings Ave. SF 94131

Address

ERIK KRAMVIK

Printed name

erik@erikdesign.com

Email

7/05/2016

Date

Phone number (Optional)

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Sincerely,

Kealy Pineda-Mena
Signature

Kealy Pineda-Mena
Printed name

7/6/16
Date

1515 Trout Ave, SF 94110
Address

Kealy@gmail.com
Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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Sincerely,

<u>Barbara Tell</u>	<u>563 Peralta Ave, SF 94110</u>
Signature	Address
<u>Barbara Tell</u>	
Printed name	Email
<u>7/6/11</u>	
Date	Phone number (Optional)

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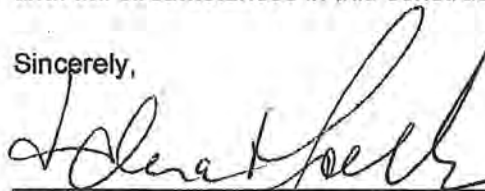
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Sincerely,



Signature

Indra Murdoch

Printed name

7/6/16

Date

H2 Ripley St. #2

Address

INDRA415@outlook.com

Email

Phone number (Optional)

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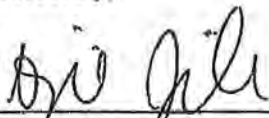
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Sincerely,



Signature

326 Prospect Ave. SF. 94110

Address

Abigail Jaramillo

Printed name

Email

7/6/16

Date

Phone number (Optional)

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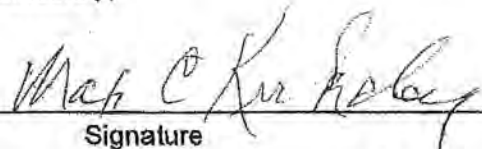
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Sincerely,


Signature

Max C Krieger
Printed name

7/6/14
Date

44 PERALTA SF. 94110
Address

Email

Phone number (Optional)

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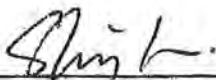
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Sincerely,



Signature

SHIRLEY YIP

Printed name

7/16/16
Date

620 PERALTA AVE, SF CA 94110

Address

Email

Phone number (Optional)

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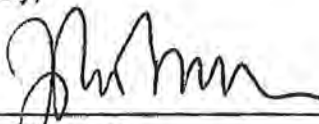
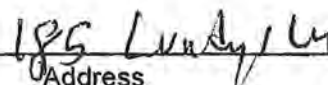
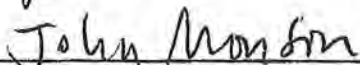
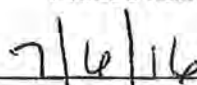
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 _____ Printed name	_____ Email
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Sincerely,



Signature
Christina Chavez

Printed name
7/8/16

Date

88 Manchester St. ^{SF.} 94110

Address

Email

Phone number (Optional)

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Sincerely,


Signature

76 Gates St. SF 94110
Address

Connie Ewald
Printed name

Email

7/5/16
Date

Phone number (Optional)

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Sincerely,

PJ Ewald

Signature

76 Gates St 94110

Address

PJ Ewald

Printed name

Email

7/5/14

Date

Phone number (Optional)

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Sincerely,



Signature

150 Elm St SF CA 94124

Address

Tom Wheeler

Printed name

Email

7/5/16

Date

Phone number (Optional)

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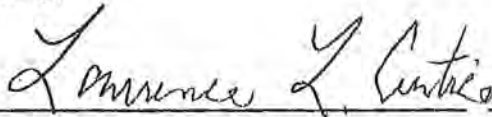
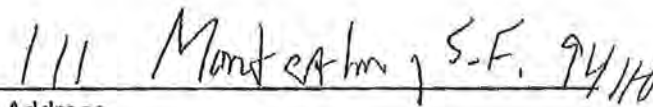
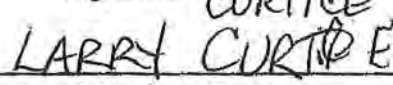
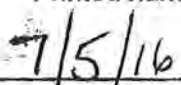
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Signature	Address
	
Printed name	Email
	
Date	Phone number (Optional)

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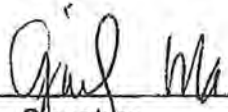
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Sincerely,



Signature

GAIL MA

Printed name

7/5/16

Date

94110
901 CORTLAND . S.F. CA

Address

Email

Phone number (Optional)

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Sincerely,

James Marple
Signature

JAMES Marple
Printed name

7/5/16
Date

151 ANDERSON SF. 94110
Address

Email

Phone number (Optional)

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Sincerely,

Joy Eppel
Signature

185 Anson St S.F. CA
Address 94110

Joy Eppel
Printed name

Email

7/4/16
Date

Phone number (Optional)

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Sincerely,

 _____ Signature	<u>103 Anderson St SF 94110</u> _____ Address
<u>GENE GIACOMELLI</u> _____ Printed name	_____ Email
<u>7/4/16</u> _____ Date	_____ Phone number (Optional)

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Sincerely,

Melinda Kendall

Signature

39 Ellsworth St

Address

Melinda Kendall

Printed name

Email

Date

July 4, 2006

Phone number (Optional)

SF 94110

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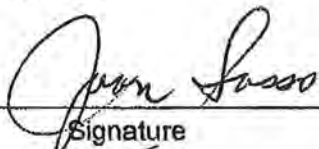
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Sincerely,


Signature

JOAN SASSO
Printed name

51 Wool St. SF 94110
Address

JSASSO24@SBCGLOBAL.NET
Email

Date

Phone number (Optional)

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Sincerely,

Lothian Forey
Signature

1013 Clayton St.
Address

LOTHIAN FOREY
Printed name

lothianf@sbcglobal.net
Email

7/4/14
Date

Phone number (Optional)

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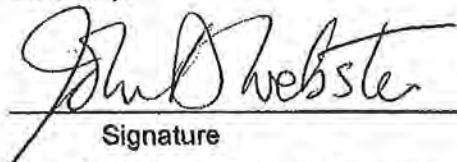
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Sincerely,



Signature

112 GATES ST. SF. 94110

Address

JOHN. D. WEBSTER

Printed name

Email

7/4/16

Date

Phone number (Optional)

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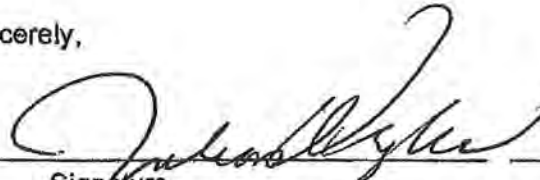
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Sincerely,


Signature
52 Bradford St
Address
JULIAN WYLER
Printed name
7/3/16
Date
Email
Phone number (Optional)

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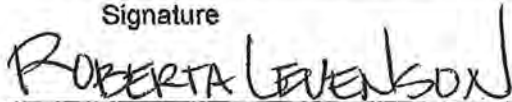
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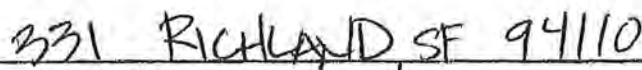
Signature



Printed name



Date



Address

Email

Phone number (Optional)

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Sincerely,

Valerie Graham

Signature

Valerie Graham

Printed name

7/3/16

Date

173 Folsom Ave SFCA

Address

Email

Phone number (Optional)

9412

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Sincerely,

<u>Diane R. Alpert</u>	<u>1295 41st Ave. S.F., CA. 94122</u>
Signature	Address
<u>Diane R. Alpert</u>	
Printed name	Email
<u>7/3/14</u>	
Date	Phone number (Optional)

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Sincerely,

<u>Carol Tolbert</u> Signature	<u>154 2nd Ave 94118</u> Address
<u>Carol Tolbert</u> Printed name	<u></u> Email
<u>7/31/16</u> Date	<u>415-271-4165</u> Phone number (Optional)

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Sincerely,


Signature

Niles Forvin
Printed name

7/3/14
Date

HALEY PARK CIR SF. 94110
Address

NILES@GMAIL.COM
Email

Phone number (Optional)

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Sincerely,

J. Bair
Signature
JENN BAIR
Printed name
7/3/14
Date

11062 DOLores ST.
Address
SF
Email
SF 94110
Phone number (Optional)

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Sincerely,


Signature

Pamela D. Lo Pinto
Printed name

7/3/14
Date

75 Gates St SF.
Address 94110

paulo@att.net
Email

415 641 0644
Phone number (Optional)

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Sincerely,



Signature

Laura Buss

Printed name

7/3/14

Date

Holly Park Ctr. 94110

Address

Email

Phone number (Optional)

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Sincerely,


Signature

John C. Hayes
Printed name

7/3/16
Date

362 Mullen Ave
Address

jchayes362@gmail.com
Email

Phone number (Optional)

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Sincerely,



Signature

Adriana Garcia

Printed name

7/3/16

Date

199 193 Majestic Ave. 94112

Address

ad07garcia@gmail.com

Email

415-264-2042

Phone number (Optional)

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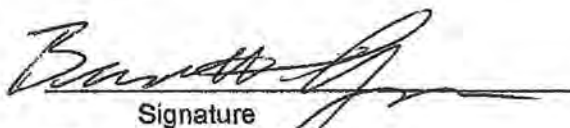
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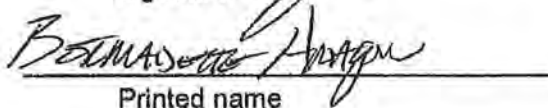
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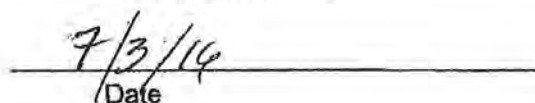
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Sincerely,


Signature


Printed name


Date


Address

Email

Phone number (Optional)

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Sincerely,



Signature

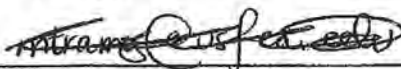
Maria Ramos

Printed name

7/3/16
Date

160 Granada Ave 84112

Address



Email

Phone number (Optional)

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Sincerely,

<u>Fran Menberg</u>	<u>205 Elvie St</u>
Signature	Address
<u>FRAN GENSBERG</u>	<u>frangensberg@gmail.com</u>
Printed name	Email
<u>7/3/16</u>	
Date	Phone number (Optional)

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Sincerely,

Linda Ramey
Signature

65 Gates SF. 94110
Address

LINDA RAMEY
Printed name

Email

7/3/16
Date

Phone number (Optional)

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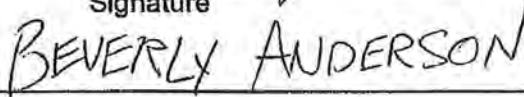
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Sincerely,

	<i>168 Moultrie St</i>
Signature	Address
	
Printed name	Email
<i>7-2-10</i>	<i>415 829 7088</i>
Date	Phone number (Optional)

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Sincerely,



Signature

ALICIA CHAZEN

Printed name

7-2-10

Date

108 GATES ST.

Address

aachazen@yahoo.com

Email

415-939-4483

Phone number (Optional)

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Sincerely,

Patrick Boyle

Signature

153 Elsworth St

Address

Patrick Boyle

Printed name

Email

6/2/16

Date

Phone number (Optional)

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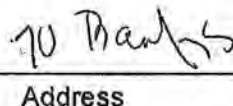
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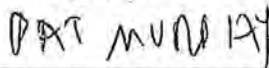
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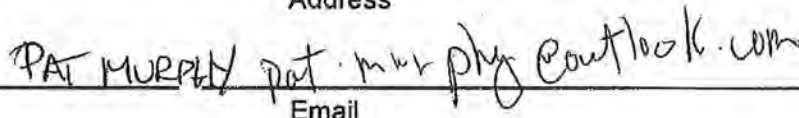
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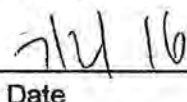
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Signature


Address


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Email


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Signature

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Address

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Printed name

Email

6/2/16

Date

Phone number (Optional)

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Sincerely,


Signature

43 Ellsworth St SF 94110
Address

Helen Norris
Printed name

Email

7/2/16
Date

Phone number (Optional)

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Sincerely,



Signature

Elias Nash

Printed name

7/3/16

Date

1451 S Van Ness Ave Apt 5 SF, CA 94110

Address

Email

Phone number (Optional)

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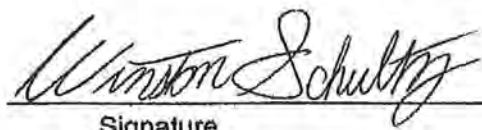
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Sincerely,



Signature

618 Dwight st. 94134

Address

Winston Schultz

Printed name

Email

7/13/16

Date

Phone number (Optional)

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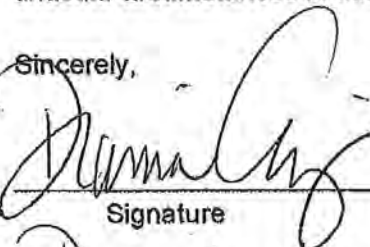
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I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,



Signature

DIANNA RENSPIELER

Printed name

7/3/14

Date

618 DWIGHT ST. SF 94134

Address

Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th

The safety of our community is at stake

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Sincerely,



Signature

222 Diamond Street, Apt. A

Address

Carrie D'Andrea

Printed name

carrie.dandrea@gmail.com

Email

7/5/2016

Date

Phone number (Optional)

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Sincerely,

Katie May
Signature

1578 Nor St. SF CA 94131
Address

Katie Brundt
Printed name

kuppkat@gmail.com
Email

7/5/16
Date

Phone number (Optional)

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Sincerely,



Signature

Julie Locke

Printed name

7/5/16

Date

105 Buena Vista Terrace, San

Address
Francisco, CA

julielocke1@gmail.com

Email 94117

Phone number (Optional)

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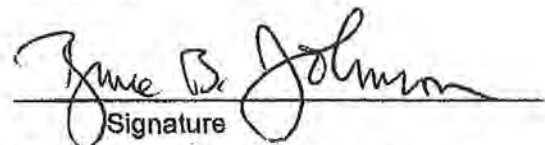
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Sincerely,


Signature

BRUCE B. JOHNSON
Printed name

JULY 4, 2016
Date

311 MOULTRIE STREET
Address

brucejoh@gmail.com
Email

Phone number (Optional)

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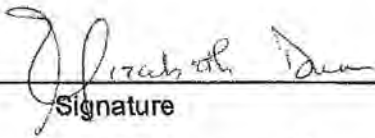
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Sincerely,

 _____ Signature	307 Haight St. _____ Address
ELIZABETH DUNN _____ Printed name	emdund@comcast.net _____ Email
7/4/16 _____ Date	_____ Phone number (Optional)

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Sincerely,

<u>Kathleen J Phillips</u>	<u>307 Moultrie St SF CA 94110</u>
Signature	Address
<u>Kathleen J Phillips</u>	<u>kpsf@comcast.net</u>
Printed name	Email
<u>7/4/16</u>	
Date	Phone number (Optional)

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Sincerely,

Laura Bresler 311 Moultrie St. SF 94110

Signature

Address

Laura Bresler

elbresler@gmail.com

Printed name

Email

July 4, 2016

Date

Phone number (Optional)

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Sincerely,



Signature

351 Moultrie Street SF, CA 94110

Address

Rachel Dyner - Hamolsky

Printed name

racheldh448@gmail.com

Email

07/03/2016

Date

(415) 424-0756

Phone number (Optional)

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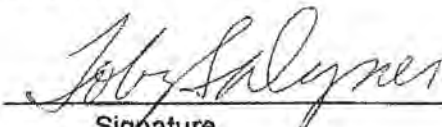
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Sincerely,

 Signature	<u>354 Moultrie St SF 94110</u> Address
<u>Toby S Dyner</u> Printed name	<u>t.dyner@gmail.com</u> Email
<u>July 3, 2016</u> Date	<u>(415) 218-5015</u> Phone number (Optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- **The project's lack of planning for garbage, recycling, and compost pickup** will impact both public health and safety.
- **The project site's proposed steep street** presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a **complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely, *Patricia Hughes*

Patricia Hughes
Name & Signature

Email

3577 Folsom St.
Address SF CA 94116
(415) 648-2277
Phone (optional)

July 7, 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Caya Schaan Bernal Parents Natam 42 Peralta
Name & Signature
caya.schaan@gmail.com
Email

Address

Phone (optional)

7-7-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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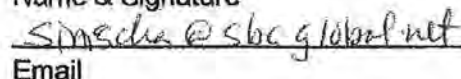
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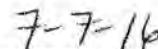
Name & Signature



Email



Address



Date

Phone (optional)

July, 2016
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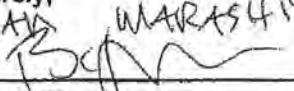
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Sincerely,

BIJAN WARSHTI

Name & Signature
BIJAN.WARSHTI@GMAIL.COM
Email

3325 FOLSOM ST
Address SF, CA 94110
Phone (optional)

7/7/16
Date

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Sincerely, *Jane Hundertmark*

Jane Hu
Name & Signature
janehundertmark@gmail.com
Email

102 Banks Street
Address
415-717-4648
Phone (optional)

July 5, 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely, *MICHAEL ORR FELT*

Name & Signature

102 Banks ST.
Address

7/5/16
Date

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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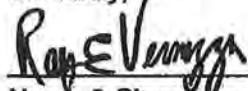
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Sincerely,



Ray E. Vernazza

Name & Signature

rayver6@hotmail.com

Email

140 Peralta Avenue

Address

07/04/16

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
m.pontrelli@outlook.com
Email

1101 Powhattan Ave SP
Address
415 3249980
Phone (optional)

7/4/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature

Email dburger19@gmail.com

1101 Powhattan Ave 52
Address

415 324 9980
Phone (optional)

7/4/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
dbrod92@gmail.com
Email

94110
3599 Folsom st
Address
714116
Date
Phone (optional)

July 1, 2016

Board of Supervisors
City Hall
San Francisco, CA 94102

Dear Board of Supervisors,

I have lived in the diverse, friendly, unique neighborhood of Bernal Heights for over 35 years. We have always felt safe here, despite the sight of a P.G. + E warning sign right outside our front window.

Just this morning PG + E workers came by to replace the worn sign with a new one - this time with words: "Warning Gas Pipeline?"

Please allow us the fair consideration of an environmental review. We are a community - children, elders, dogs, workers, home-makers.

The planned development is carelessly and poorly planned - a steep street, congested traffic and the danger of the pipeline - which is at an unknown - or undisclosed depth.

In addition, my husband and I would not be able, after construction of the road, to access our garage. Please! Follow protocol and common sense and allow an environmental review to take place.

Sincerely,
Gail Newman
Gail Newman

3574 Folsom St.
S.F., CA 94110
g-newman@comcast.net

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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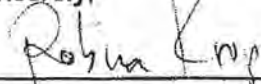
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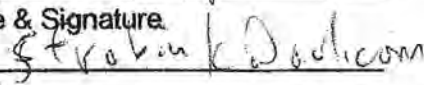
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Sincerely,



Name & Signature


Email

935 Gary #208

Address

Phone (optional)

7-4-16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

NATHALIE PAVEN

Name & Signature

Email

1534B SHRADER ST 7/4/16

Address

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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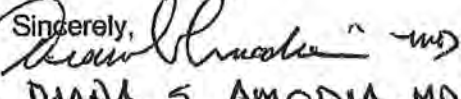
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Sincerely,

DIANA S. AMODIA, MD
Name & Signature
dsamodia.md@yahoo.com
Email

390 CHAPMAN ST
Address SF CA 94118

Phone (optional)

7/6/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

CHARLOTTE WILLIAMS 390 CHAPMAN ST

Name & Signature

Address

SF 94110

Date

7/6/16

Email

Phone (optional)

COACH CHARLOTTE @

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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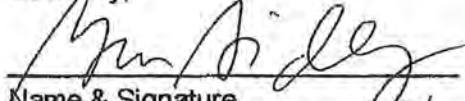
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Sincerely,


Name & Signature
gsidaly@gmail.com
Email

157 Crescent Ave 7/7/16
Address Date
Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Jean L. Gallo

Jean L. Gallo

Name & Signature

Email

1534A Shrader St.
Address SF 94117

Phone (optional)

4 July 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Janice Strassheim 551 2972 57 7/4/2011
Name & Signature Address Date
janice25276
Email Phone (optional)
yahoo.com

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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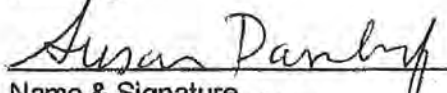
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Name & Signature
Susandsf@yahoo.com
Email

551 29th St
Address
415 279-8090
Phone (optional)

7/4/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.


These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place**, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
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- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a **complete environmental review** is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

KEVIN HUSSEY 

Name & Signature

Kevin@californiawoodfloor.com

Email

555 291-8 SF 94131

Address

7/4/16.

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
Email KRICE1680@GMAIL.COM
Address 143 1/2 Ripley St Date 7/3/2016
Phone (optional) SF 94110

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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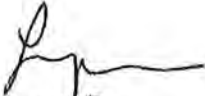
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Sincerely,


LAILENA GOARD

Name & Signature

LAILENA.GOARD@

Email

gmail.com

3775 25TH ST SF CA 94110
Address

Phone (optional)

Date

7/4/16

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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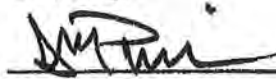
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Sincerely,


Name & Signature
stevepiccus@yahoo.com
Email

3580 Folsom St. 94110
Address
07/04/2016
Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely, Zepporah Glass
Zepporah Glass
Zepporah Glass

7/5/16

Name & Signature

820 Lawton St.

Address

Date

Zglass28@gmail.com

Email

Phone (optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th

The safety of our community is at stake

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

This hilly area of Bernal Heights is known for its twisty and congested narrow streets that create particularly difficult access issues for emergency vehicles, delivery trucks, and construction vehicles. Several fire trucks have gotten stuck in this area. The ultimate future mini-division of six houses will have no on-street parking. The development will be accessed by a proposed street so steep, it will rank among the steepest *in the world* - too steep for emergency vehicle access and many regular vehicles. It is proposed as a dead-end street with no-turn-around at top. Vehicles will have to back down into a blind intersection.

The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,

Nais M Raulot

Signature

75 Hales St San Francisco 94110

Address

Nais M Raulot

Printed name

raulot@att.net

Email

6/30/16

Date

Phone number (Optional)

July 5, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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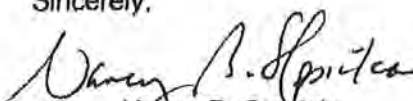
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Sincerely,


Nancy B. Slepicka

608 Peralta Ave., San Francisco 7/5/16
94110

Name & Signature

Address

Date

nrslepicka@gmail.com

217-556-9449

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

THEO STEVEN TELCHER

Email

STELCHER@GMAIL.COM

Address

Phone (optional)

3507 FOLSOM ST
(415) 401-0840

Date

7/7/16

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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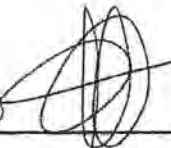
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Sincerely,

Cristina Melero 
Name & Signature
cmh2304@yahoo.com
Email

3607 FOLSOM ST
Address
(415) 401-0840
Phone (optional)

7/5/2016
Date

July, 2016
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Sincerely,



Name & Signature
cchoechar@botmail.com
Email

3590 Folsom St

Address

Phone (optional)

7/5/16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

BILL SHIELDS

Bill Shields

Name & Signature

billshields@gmail.com

Email

161 Bernal Street

Address

415-652-6154

Phone (optional)

7-6-16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Vincenza Petrelli
Vincenza Petrelli

Name & Signature

vincenza.petrelli@gmail.com
Email

161 Banks St

Address

415-652-6158
Phone (optional)

July 6, 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Agostino Roratti
Name & Signature

Email

454 Brussels
Address
415 468 3259
Phone (optional)

7/6/2016
Date

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Board of Supervisors
City Hall, San Francisco, CA 94102

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Name & Signature

Email

454 Brussels St
Address
415 4683259
Phone (optional)

7/6/2016
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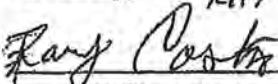
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There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by **requiring that a complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

RAY CASTRO

Name & Signature

Email

67 PRENTISS ST
Address

Phone (optional)

415 647-5615
Date *7-7-2016*

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

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Sincerely,

NICOLA GRIFFIN

Name & Signature

nicolagriffin57@hotmail.com

Email

Address

101 PRENTISS ST.
415 - 518 - 4907

Phone (optional)

Date

7/6/2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
donschaan@stregdel.net
Email

117 Brawster St
Address
415-824-4684
Phone (optional)

July 5, 2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,



Name & Signature
nutkin98@yahoo.com
Email

131 mullen Ave
Address
415-246-6263
Phone (optional)

6/6/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
NUTKON@GMAIL.COM
Email

131 Muller Ave
Address
SFCA
Date 2/6/16
Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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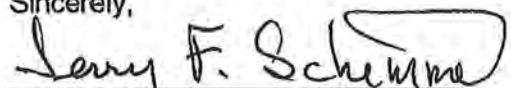
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Sincerely,



Name & Signature

jschim40@sbcsglobal.net

Email

40 Prentiss St.

Address

415-648-8634

Phone (optional)

(before noon)

6/6/16

Date

Date:

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

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This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,


Name & Signature

326 Parolba Ave
Address
San Francisco
94110

7/6/16
Date

July 5, 2016

Board of Supervisors
City Hall
San Francisco, CA 94102

Dear Supervisors,

I am writing with a **strong request for an environmental review** of the two constructions lots at 3516 and 3526 Folsom Street in San Francisco. These sites have been given a **categorical exemption** from environmental review.


This plot of land, comprised of 6 lots and a street right of way, present significant safety hazards including, the one of most concern to me, which is.....

the construction over a 26 inch PG and E gas pipeline without industry recommended safety protocols in place.

In addition, the heavy equipment and trucks that will be used in construction will be extremely difficult and dangerous to navigate, blocking emergency vehicles to all homes and properties north of Chapman Street.

There are specific NTSB and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

Please take the opportunity to keep San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside.

Sincerely

Luciana Padilla
56 Roscoe St.
San Francisco, CA
94110

July 5, 2016

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Uchi Legion
Name & Signature
vlegion@sfsu.edu
Email

107 Ellsworth
Address

Phone (optional)

July 5 16
Date

Date: July 6, 2016

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,

Janet Silk 
Name & Signature

540 Alabama St #313 7/6/2016
Address Date
San Francisco

Date:

Board of Supervisors

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Sincerely,

Jennifer Ewing
Name & Signature *Jennifer Ewing*

540 Alabama St
Address #307
San Francisco
CA 94110

July 6, 2016
Date

Date:

Board of Supervisors

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Sincerely,

Name & Signature

Address

Date

DEBRA WALKER

540 Alameda #217

7/7/2016

SF 94110

Date:

Board of Supervisors

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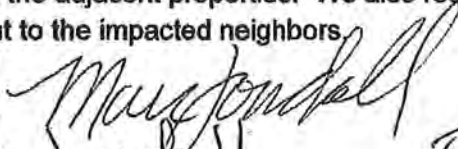
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Sincerely,


MARC Sondell

Name & Signature

340 ALABAMA ST

Address

07-06-2016

Date

Date: July 6, 2016

Board of Supervisors

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Sincerely,

Leo Germano
Name & Signature

1540 Mahanay St.
Address

July 6, 2016
Date

P.S. PG&E HAS A BAD SAFETY PROTOCOL RECORD

Date:

Board of Supervisors

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Sincerely,

Mary Alice Salcedo
Name & Signature

Mary Alice Salcedo

29 Holyoke St SF
Address

94134

7-7-18
Date

Date:

Board of Supervisors

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Sincerely,

Name & Signature

DONNA LEVEY

4th generation

Address

1035 Jamestown

Date

7/7/14

Date:

Board of Supervisors

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Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

These include:

Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place and made public, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.

Difficult-to-manage traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking, and on-street parking will be eliminated from 2 more houses. (And, there is the potential for 4 additional new homes) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.

The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.

The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.

The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Chloe C. Nychio

Name & Signature

3730 Folsom

Address

7/7/16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

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- **The project's lack of planning for garbage, recycling, and compost pickup** will impact both public health and safety.
- **The project site's proposed steep street** presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

<u>Hui Dan Huang</u>	<u>827 Cortland</u>	<u>7-516</u>
Name & Signature	Address	Date
<u>Huanghui.Dan@Yahoo.com.HK</u>	<u>415-58-3112</u>	
Email	Phone (optional)	

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,



Name & Signature

3516 Folsom St.

Address

7-5-16

Date

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,


Name & Signature
Brownlee22@aol.com
Email

3615 FOLSOM ST
Address
Phone (optional)

07-05-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,


Name & Signature

Email

Address

Phone (optional)

Date


Linda Fierman
linda.fierman@sfcc.org
sfcc.org

1288 Bourbon

7-5-16

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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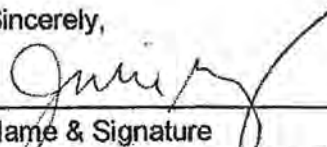
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Sincerely,


Name & Signature

thousandst@gmair.com
Email

3625 Folsom St 7/5/17
Address Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

Name & Signature

Email

Address

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Michael Slater
MICHAEL SLATER

Name & Signature

Email

350 GAFF'S ST

Address

415-713-8192

Phone (optional)

7/5/2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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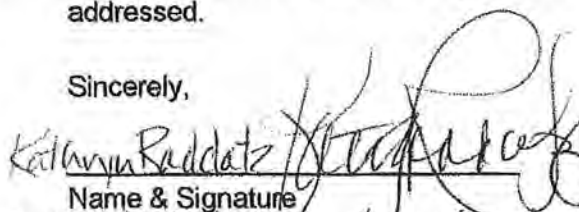
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Sincerely,


Name & Signature
kathyraddatz@comcast.net
Email

250 Gates St.
Address
415-282-8518
Phone (optional)

7-5-2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

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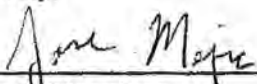
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Sincerely,


Name & Signature

Email

271 Ellsworth St
Address

Phone (optional)

7-5-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Robert Mason
Name & Signature

117 Banks
Address

7/5/16
Date

Email

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
jordanreznick@gmail.com
Email

270 Anderson St
Address
415 572 3126
Phone (optional)

7.6.16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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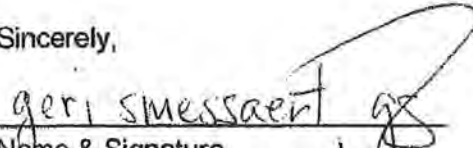
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Sincerely,


Name & Signature
geri.99v@gmail.com
Email

901 Janboe Ave
Address
415-500-2896
Phone (optional)

7-5-16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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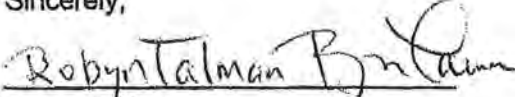
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Sincerely,

	<u>42 Nevada St SF 94110</u>	
Name & Signature	Address	Date 7/6/16
<u>ratalman@yahoo.com</u>	<u>415-726-0633</u>	
Email	Phone (optional)	

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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- **The project site's proposed steep street** presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- **The structures would create a north-facing solid wall blocking significant public vistas** from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by **requiring that a complete environmental review is undertaken** and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely, *Ruth Castro*

Ruth Castro
Name & Signature

Email

67 Prentiss St.
Address

Phone (optional)

7-7-2016
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.


These include:

- **Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place, resulting in the potential loss of life and property.** All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds.
- **Hazardous traffic conditions at the corner of Folsom and Chapman Streets.** The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
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Sincerely,

 **NANCY ZECHES**
Name & Signature
nancyzeches@yahoo.com
Email

405 Chapman St
Address
415 760 0503
Phone (optional)

7.4.16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

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Sincerely,

Sharon Zecher
Sharon Zecher

Name & Signature

Szecher@sbglobal.net
Email

1553 Finch Way

Address

408 735 8161

Phone (optional)

7.6.16

Date

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.


This hilly area of Bernal Heights is known for its twisty and congested narrow streets that create particularly difficult access issues for emergency vehicles, delivery trucks, and construction vehicles. Several fire trucks have gotten stuck in this area. The ultimate future mini-division of six houses will have no on-street parking. The development will be accessed by a proposed street so steep, it will rank among the steepest *in the world* - too steep for emergency vehicle access and many regular vehicles. It is proposed as a dead-end street with no-turn-around at top. Vehicles will have to back down into a blind intersection.

The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,


Signature

Matthew Evans
Printed name

7-2-16
Date

105 Cortland Ave, SF 94110
Address

matthew.evans@csueastbay.edu
Email

(650) 863-5569
Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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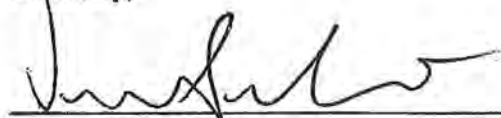
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Sincerely,



Signature

4964 MISSION ST.

Address

VALERIO PAOLUCCI

Printed name

VALERZ.P @ GMAIL .COM

Email

07 / 07 / 16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

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Sincerely,

Mark West

Signature

214 Flsie St. SF 94110

Address

Mark West

Printed name

Email

7/2/16

Date

Phone number (Optional)

3574 Folsom

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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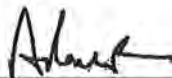
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Sincerely,

Adam Farnen 

Name & Signature

adam.farnen@gmail.com

Email

68 NEVADA ST.

Address

7/5/2016

Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature
holt.offers@gmail.com
Email

68 Nevada St.
Address

Phone (optional)

7/5/16
Date

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

Dear Board Members,

As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

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The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,



Signature

DIANE DOLLHOFF
Printed name

7/2/16
Date

176 WOOD ST SF CA 94110
Address

~~60609.~~
Email


Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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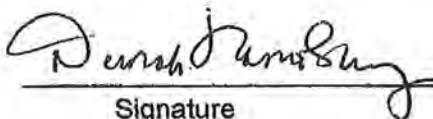
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Sincerely,



Signature

354 Moritrie St SF, CA 94110

Address

Deborah Hamolsky

Printed name

debhamolsky@gmail.com

Email

7.3.16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

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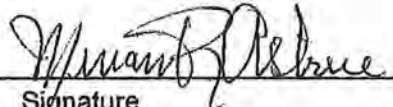
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Sincerely,

 _____ Signature	<u>828 Cortland Ave</u> _____ Address
MIRIAM R HESTRU _____ Printed name	_____ Email
July 3-2016 _____ Date	_____ Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Signature

Address

Printed name

Email

Date

Phone number (Optional)

at Cortland, SF CA 94110

Amy Yang

amymayyang@gmail.com

July 3 2016

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

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Sincerely,

Kathleen Kaiser

Signature

Kathleen Kaiser

Printed name

7-3-16

Date

201 Elsie

Address

rkaiser940@comcast.net

Email

415-826-4577

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th

The safety of our community is at stake

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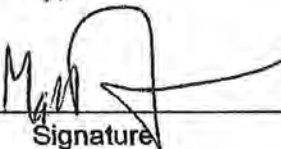
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Sincerely,


Signature

Matthew Zimmerman
Printed name

7/2/16
Date

6 Gladys St San Francisco, CA 94116
Address

mzimmerman15@gmail.com
Email

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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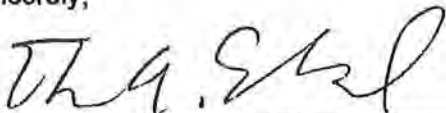
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Sincerely,



Signature

99 BROVTE SF 94110

Address

TOM EBERSOLD

Printed name

Email

7/2/16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

Dear Board Members,

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Sincerely,

Signature

Address

Printed name

Email

Date

Phone number (Optional)

9/11/10
559 VALENCIA SF CA

DANA ROZE

7/2/16

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Sincerely,


Signature

209 GATES ST. SF CA 94110
Address

OLIVER MULLARK
Printed name

OMULLARK@EMAIL.COM
Email

7/2/2016
Date

Phone number (Optional)

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Sincerely,

 _____ Signature	<u>76 Gates St - San Francisco CA 94110</u> _____ Address
<u>Sophie Ewald</u> _____ Printed name	_____ Email
<u>7/2/16</u> _____ Date	_____ Phone number (Optional)

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Sincerely,


Signature

72 Gates St
Address

Linda Weiner
Printed name

lw5872@gmail.com
Email

7/2/16
Date

Phone number (Optional)

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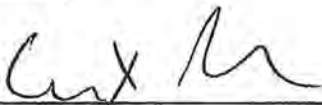
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Sincerely,



Signature

Casey Burns

Printed name

7/2/2016

Date

515 Gates St, San Francisco, CA 94110

Address

Casey.burns@gmail.com

Email

Phone number (Optional)

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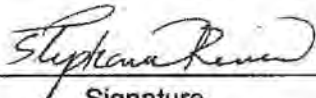
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Sincerely,



Signature

Stephanie Rivera

Printed name

7/19/16

Date

3870 24th St. B SF, CA 94114.

Address

stephanie.rivera@gmail.com

Email

202-422-4234

Phone number (Optional)

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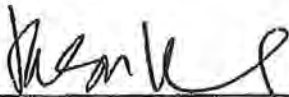
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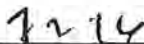
Sincerely,



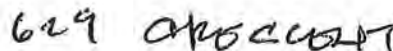
Signature



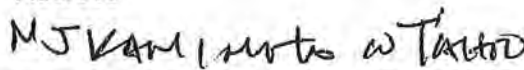
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Date



Address



Email

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Sincerely,

Seth Close

615 MOULTRIE ST.

Signature

SETH CLOSE

Address

sethclose@gmail.com

Printed name

7/2/2010

Email

Date

Phone number (Optional)

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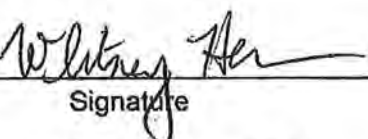
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Sincerely,

 _____ Signature	<u>1001 Tompkins Ave, San Francisco 94110</u> _____ Address
<u>Whitney Heaver</u> _____ Printed name	_____ Email
<u>7/2/16</u> _____ Date	_____ Phone number (Optional)

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Signature

Address

Printed name

Email

Date

Phone number (Optional)

24 GLADYS ST. 94110

JOSEPH B. DOWHAM

2 July

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 _____ Signature	545 Ellsworth _____ Address
Jason Yashinsky _____ Printed name	jyashinsky@gmail.com _____ Email
7/1/2016 _____ Date	_____ Phone number (Optional)

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Sincerely,

<u>Sandra Rodia</u>	<u>1143 capp st</u>	<u>94110</u>
Signature	Address	
<u>Sandra Rodia</u>		
Printed name	Email	
<u>7 - 2 - 20016</u>		
Date	Phone number (Optional)	

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Sincerely,

 Signature	50 Peralta Ave 94110 Address
Kyle Salasko Printed name	Ksalasko@gmail.com Email
7/2/16 Date	 Phone number (Optional)

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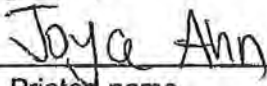
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Sincerely,



Signature



Printed name

7-2-16

Date

359 Moultrie St, San Francisco 94110

Address

Email

Phone number (Optional)

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Sincerely,

C. D'Alexandro

Signature

131 Prentiss St. SF CA. 94110

Address

Christine D'Alexandro

Printed name

Email

7/2/16

Date

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

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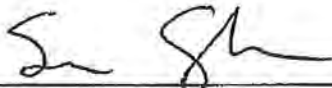
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Sincerely,



Signature

S. SALASKO

Printed name

7/2/16

Date

60 Peralta Ave., 94110

Address

Isabloff@yahoo.com

Email

Phone number (Optional)

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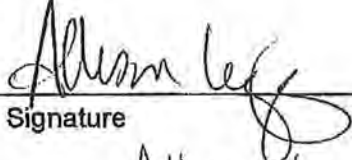
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Sincerely,

 _____ Signature	88 ELSIE ST. 94110 _____ Address
Allison Leary _____ Printed name	leary.allison@yahoo.com _____ Email
July 2 2016 _____ Date	_____ Phone number (Optional)

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Sincerely,



Signature

Alex Clements

Printed name

7/2/16

Date

22 Elsie St. 94110

Address

clements.alexandrea@gmail.com

Email

Phone number (Optional)

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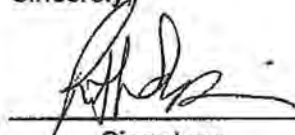
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Sincerely



Signature

Ruth Scotti

Printed name

7/2/2016

Date

292 Crescent Ave SF

Address

ruth.scotti@gmail.com

Email

Phone number (Optional)

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Sincerely,

Eugene Monaghan
Signature

973 Brussels St., San Francisco, CA
Address

Eugene Monaghan
Printed name

E. Monaghan 2011 @ Yahoo.Com
Email

07/02/16
Date

215-6975583.
Phone number (Optional)

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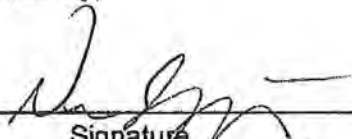
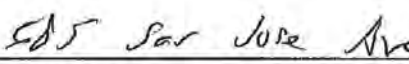
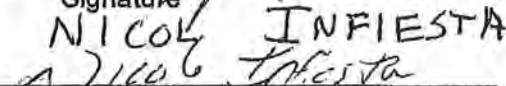
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Sincerely,

	
Signature	Address
NICOL INFUESTA	
	
Printed name	Email
7/2/16	
Date	Phone number (Optional)

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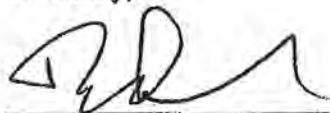
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Sincerely,



Signature

CHAMBERS

DAVID D. Chambers

Printed name

7/2/16

Date

685 SAN JOSE AVE

Address

DAVID@ROCKMOUNTKEY.NET

Email

Phone number (Optional)

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Sincerely,



Signature

Ken Volpe

Printed name

7/2/16

Date

242 Athens St

Address

kenvdpe@yahoo.com

Email

415 - 235 - 2617

Phone number (Optional)

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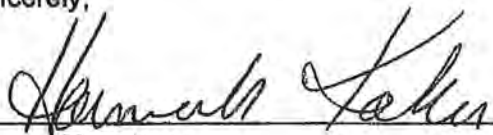
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Sincerely,


Signature

540 Alabama St.
Address

HANNAH KAHN
Printed name

hannahkahn@att.net
Email

7/2/16
Date

Phone number (Optional)

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Sincerely,


Signature

Amy M. Hash
Printed name

7/2/16
Date

1317 Kansas St.
Address

machnak@hotmail.com
Email

Phone number (Optional)

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	782 Sweeney S.F. 94134
Signature	Address
Stuart Washington	
Printed name	Email
7/2/16	
Date	Phone number (Optional)

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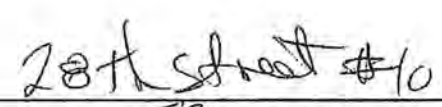
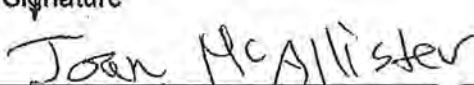
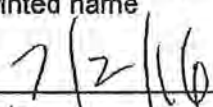
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Signature		Address	SF 94131
			
Printed name		Email	
			
Date		Phone number (Optional)	

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Sincerely,

 _____ Signature	1071 Watson St _____ Address
Chris Rowley _____ Printed name	christopher.rowley@sfgov.edu _____ Email
7/2 _____ Date	_____ Phone number (Optional)

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Sincerely,

 _____ Signature	1071 Natoma Street _____ Address
Florentine Rutagana _____ Printed name	frutag@gmail.com _____ Email
7/2/2016 _____ Date	_____ Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th ***The safety of our community is at stake***

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Sincerely,

	<u>1724 Burkhead St</u>
Signature	Address
<u>Alex Orr</u>	<u>akka10@hotmail.com</u>
Printed name	Email
<u>07/02/16</u>	
Date	Phone number (Optional)

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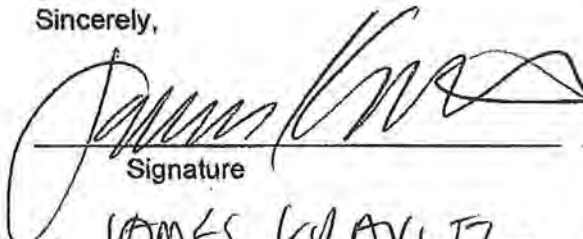
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Sincerely,

	7002 3RD ST SF 94107
Signature	Address
JAMES KRAVITZ	wchwk-activism@yahoo.com
Printed name	Email
7/2/16	
Date	Phone number (Optional)

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Sincerely,



Signature

Andrew Fager

Printed name

7-2-16

Date

644 27th Ave

Address

Email

Phone number (Optional)

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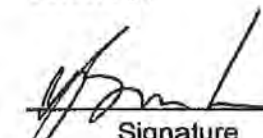
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Sincerely,

 _____ Signature	437 Jurses _____ Address
Brian Viohn _____ Printed name	privatebrianwilliam@gmail.com _____ Email
7/2/14 _____ Date	_____ Phone number (Optional)

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Sincerely,

 _____ Signature	322 Madrid St _____ Address
Julio S Larreynaga _____ Printed name	_____ Email
7/2/16 _____ Date	_____ Phone number (Optional)

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Sincerely,


Signature

1111 PINE ST.
Address

GIANLUCA MARTINI
Printed name

GIANLUCA.MARTINI@SF.CA.GOV
Email

07/02/2016
Date

Phone number (Optional)

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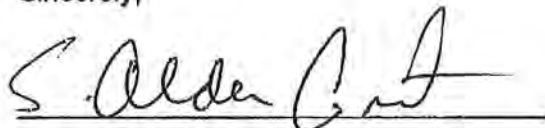
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Sincerely,


Signature

630 OAK STREET
Address

S. ALDEN CONANT
Printed name

Email

7/2/16
Date

Phone number (Optional)

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Sincerely,


Signature

630 Oak St
Address

Olle Lundberg
Printed name

Email

7/2 -16
Date

Phone number (Optional)

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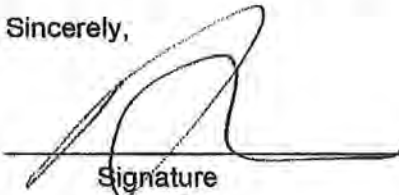
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Sincerely,


Signature

260 ANJOIE AVE #202, SF CA 94110

Address

DAISY LINDEN

Printed name

daisy.linden@gmail.com

Email

7/2/16

Date

Phone number (Optional)

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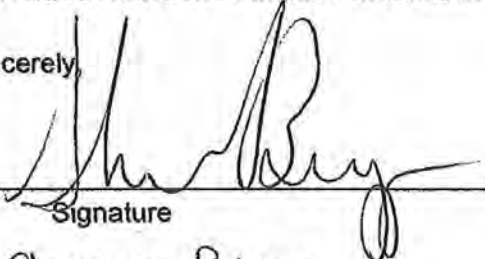
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Sincerely,


Signature

Shann Briggs
Printed name

7/2/16
Date

191 Beaumont Ave
Address

Email

Phone number (Optional)

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Sincerely,



Signature

HEIDI LANGIOS

Printed name

7/2/16

Date

242 Athens St SF 94112

Address

langios@mac.com

Email

Phone number (Optional)

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Sincerely,

 _____ Signature	1724 BURROWS ST SAN FRANCISCO _____ Address
Natalie Orr _____ Printed name	natmyersorr@gmail.com _____ Email
7.2.16 _____ Date	_____ Phone number (Optional)

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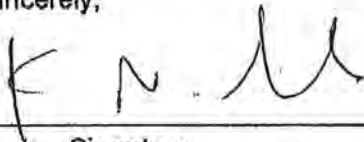
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Sincerely,



Signature

Katherine Nichols

Printed name

7.2.16

Date

49 B.sworth St. #2 SF, CA 94112

Address

Email

Phone number (Optional)

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Sincerely,

	150 Chaves Ave, 94127
Signature	Address
A. Glikshtern	
Printed name	Email
7-2-2016	
Date	Phone number (Optional)

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Sincerely,



Signature

601 O'Farrell Street 94109

Address

CHIARA MARTINI

Printed name

marini.chiara@hotmail.it

Email

07/02/2016

Date

415-5396564

Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

Support Bernal Heights CEQA CatEx Appeal on July 19th The safety of our community is at stake

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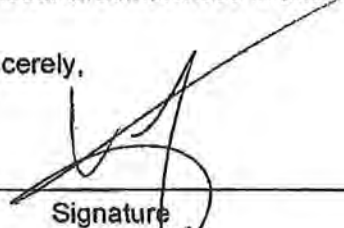
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Sincerely,

	<u>197942nd Ave</u>
Signature	Address
<u>Gene Vordyov</u>	
Printed name	Email
<u>07/02/16</u>	
Date	Phone number (Optional)

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Sincerely,


Signature

644 27th Ave SF CA 94121
Address

Carole L. Fager
Printed name

Email

7/2/16
Date

Phone number (Optional)

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Sincerely,

 _____ Signature	<u>152 Tolant St #8 SF. Ca.</u> _____ Address
<u>Mark Parsons</u> _____ Printed name	_____ Email
<u>7-2-18</u> _____ Date	_____ Phone number (Optional)

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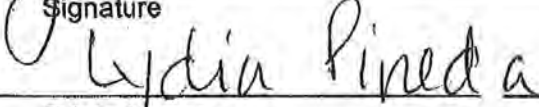
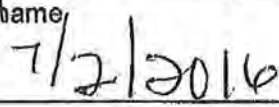
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Signature	Address
	
Printed name	Email
	
Date	Phone number (Optional)

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Sincerely,



Signature

Yara Jiang

Printed name

7/2/16

Date

35 Rome St. S.F. 94112

Address

Email

Phone number (Optional)

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Sincerely,



Signature

Jesse Rolando

Printed name

7/2/16

Date

20 Cotter St. SF 94112

Address

jarraz@gmail.com

Email

Phone number (Optional)

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Sincerely,

Leticia Whitebone

Signature

140 Thrift St

Address

Leticia Whitebone

Printed name

Email

7/2/16

Date

Phone number (Optional)

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Sincerely,



Signature
Sean McPhetridge

Printed name

7/2/16

Date

SF CA
206 Diamond St. 94114

Address
mcphetridge@gmail.com

Email

Phone number (Optional)

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Signature

6 Gladys St SFCA 94110

Address

Carolyn Coombs

Printed name

Email

7/2/10

Date

Phone number (Optional)

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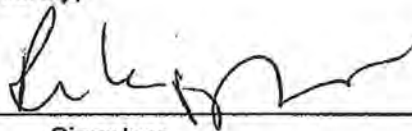
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Sincerely,



Signature

ROBERT MANN

Printed name

7/2/2011

Date

445 DARLEN WAY SF 94127

Address

RJMerlot@gmail

Email

Phone number (Optional)

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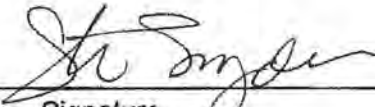
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Sincerely,


Signature

Steve Snyder
Printed name

7/2/14
Date

445 Darica Way, SF CA 94127
Address

~~Steve Snyder~~ Stevesny@gmail.com
Email

Phone number (Optional)

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Sincerely,



Signature

577-14TH ST. SF 94103

Address

DAVID STRACHAN

Printed name

strachandc@gmail.com

Email

7/2/16

Date

Phone number (Optional)

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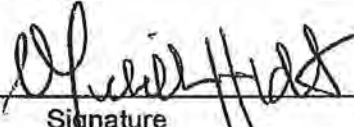
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Sincerely,

 Signature	<u>787 Dartmouth St</u> Address
<u>Michelle Holdt</u> Printed name	 Email
<u>7/2/16</u> Date	 Phone number (Optional)

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Sincerely,

	736 Grandview Ave
Signature	Address
Eighra Mckeown	
Printed name	Email
07/2/2016	
Date	Phone number (Optional)

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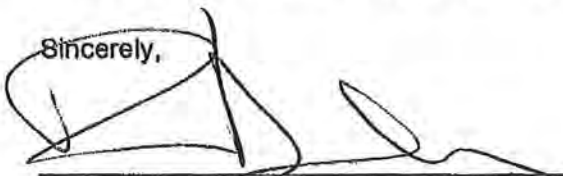
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Sincerely,



Signature

251 Frederick

Address

PETER VAN HARDENBERG

Printed name

Email

July 2-2

Date

Phone number (Optional)

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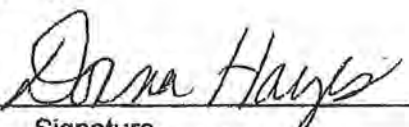

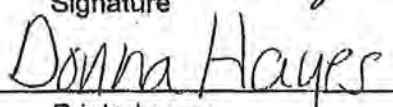
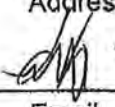
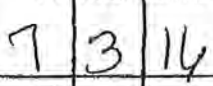
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Sincerely,

	
Signature	Address
	
Printed name	Email
	
Date	Phone number (Optional)

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Sincerely,

	<u>22 ELSIE ST</u>
Signature	Address
<u>PATRICK FORRESTER</u>	<u>MODJSHOPPER@GMAIL.COM</u>
Printed name	Email
<u>7/1/16</u>	
Date	Phone number (Optional)

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Sincerely,


Signature

MARILYN WATERMAN
Printed name

7/2/16
Date

61 GATES ST 94110
Address

jeviene@yahoo.com
Email

650-387-9918
Phone number (Optional)

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Sincerely,

	90 GATES ST SF 94112
Signature	Address
LLEWELLYN B. KELLER	lbkeller@pzbell.net
Printed name	Email
7/2/16	415-290-8024
Date	Phone number (Optional)

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Sincerely,


Signature

Kathryn Bender
Printed name

7/2/2016
Date

90 Gates St
Address

biofeedbackkath@gmail.com
Email

Phone number (Optional)

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Sincerely,

	#4 300 Cortland Ave San Francisco Ca 94110
Signature	Address
Christina Smith	
Printed name	Email
1/2/16	916 519 0230
Date	Phone number (Optional)

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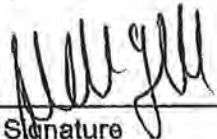
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Sincerely,


Signature

Holly McDell
Printed name

7/13/16
Date

21 Putnam St, CA 94110
Address

HMCDELL@GMAIL.COM
Email

Phone number (Optional)

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Sincerely,

Leoncio B Santos

Signature

Leoncio B Santos

Printed name

7-3-16

Date

662 ELLSWORTH

Address

lsantos56@yahoo.com

Email

Phone number (Optional)

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Sincerely,


Signature

Cecille Santos
Printed name

7/4/16
Date

662 Ellsworth St
Address

SF - CA - 94110
Email

cecillesantos@shcglobal.net
Phone number (Optional)

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Paul O'Leary
Signature

21 Cortland Ave San Francisco CA 94110
Address

Paul O'Leary
Printed name

Email

7/3/2016
Date

Phone number (Optional)

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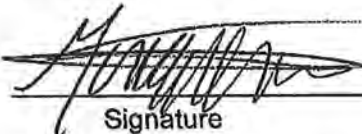
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Sincerely,


Signature

Monique Cisneros
Printed name

7/2/16
Date

1266 Stanyan Street Apt 2
Address SF Ca 94117

mle297@yahoo.com
Email

Phone number (Optional)

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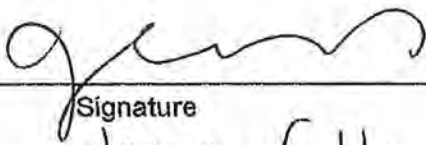
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Sincerely,



Signature

Jessica Gibbs

Printed name

July 3 2016

Date

1146 Naples St

Address

jgibbs12@hotmail.com

Email

Phone number (Optional)

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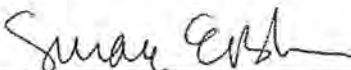
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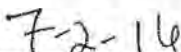
Sincerely,



Signature



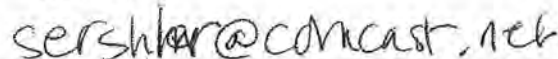
Printed name



Date



Address



Email

Phone number (Optional)

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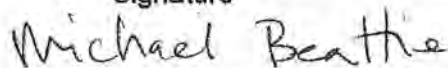
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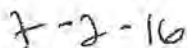
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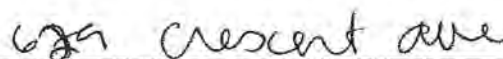
Signature



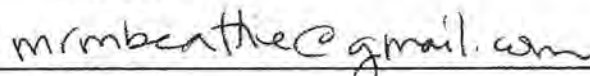
Printed name



Date



Address



Email

Phone number (Optional)

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Sincerely,


Signature

Jia Sui Wu
Printed name

2143 18th Ave. SF. 94116
Address

Kathy WBS @ Kahon.com
Email

Date

Phone number (Optional)

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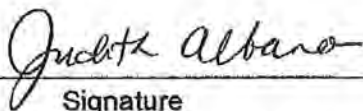
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Sincerely,


Signature

Judith Albano

Printed name

07-02-16

Date

55 CHICAGO WAY SAN FRANCISCO CA 94112
Address

Email

Phone number (Optional)

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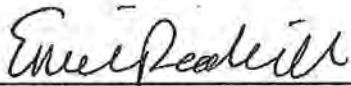
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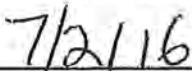
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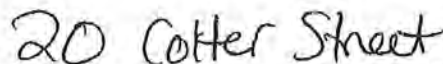
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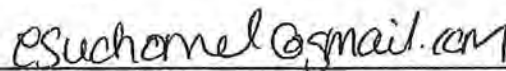
Printed name



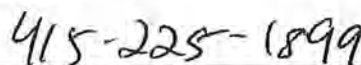
Date



Address



Email



Phone number (Optional)

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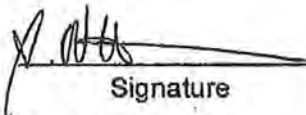
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Sincerely,


Signature

846 Pine St., Apt. A
Address

S. Williams
Printed name

Email

7/2/16
Date

Phone number (Optional)

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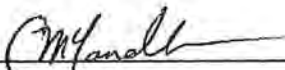
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Sincerely,


Signature

243B Miramar Ave, San Francisco, CA
Address 94112

Carolina McCandless
Printed name

carolina@zesty.com
Email

7/12/16
Date

Phone number (Optional)

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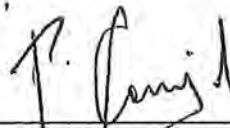
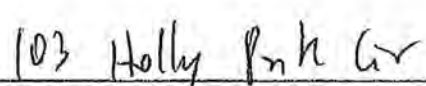
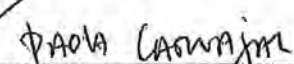
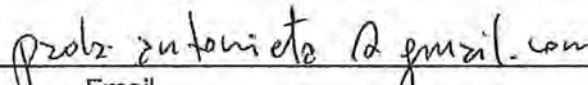
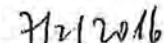
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Signature	Address
	
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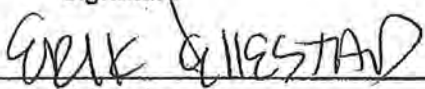
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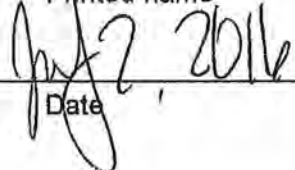
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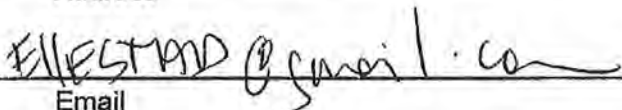
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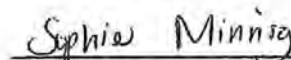
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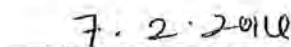
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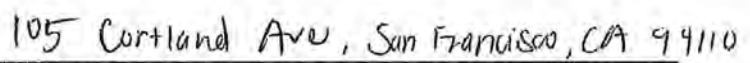
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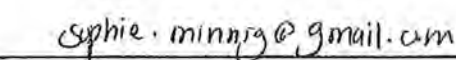
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Sincerely,

<u>Alfonso D'Alessandro</u>	<u>131 PRENTISS ST. 94110</u>
Signature	Address
<u>ALFONSO DALESSANDRO</u>	
Printed name	Email
<u>7/2/14</u>	
Date	Phone number (Optional)

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Sincerely,

Wilson Restrepo

Signature

Wilson Restrepo

Printed name

7-2-16

Date

134 Mullen Ave, SF 94110

Address

wcrestrepo@gmail.com

Email

954-695-5576

Phone number (Optional)

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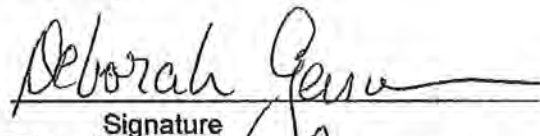
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Sincerely,



Signature

Deborah Gerson

Printed name

July 2, 2016

Date

117 Banks St. SF. 94110

Address

dgerson646@gmail.com

Email

Phone number (Optional)

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As a San Francisco resident, I urge you to prioritize our public safety over the rush-to-build in San Francisco. I ask that you support an appeal of a CA Environmental Quality Act ("CEQA") Categorical Exemption ("CatEx") involving a new housing development at 3516-3526 Folsom Street in Bernal Heights to be accessed by a proposed steep street - directly over, near, and around the vintage 26" PG&E Gas Transmission Pipeline 109 - the same type that blew up in San Bruno.

Unlike other gas transmission pipelines in SF, no pavement or street cover protects this pipeline - it is only covered by dirt. Excavation activities are the major cause of accidental ruptures on gas transmission pipelines in the United States. Identifying and mitigating public safety street issues before construction begins is plain common sense.

This hilly area of Bernal Heights is known for its twisty and congested narrow streets that create particularly difficult access issues for emergency vehicles, delivery trucks, and construction vehicles. Several fire trucks have gotten stuck in this area. The ultimate future mini-division of six houses will have no on-street parking. The development will be accessed by a proposed street so steep, it will rank among the steepest in the world - too steep for emergency vehicle access and many regular vehicles. It is proposed as a dead-end street with no-turn-around at top. Vehicles will have to back down into a blind intersection.

The SF Planning Department approved the construction permits based on design criteria only, saying public safety issues would be addressed by other SF governmental agencies.

Please ensure good governance prevails - that known and potential public safety hazards be addressed through established CEQA protocols before any accidents happen.

I urge you to support the Bernal Heights CEQA Categorical Exemption appeal on July 19th. There are unusual circumstances in this construction project that necessitate environmental review.

Sincerely,

<u>Kathryn Davis</u>	<u>376 Moultrie ST.</u>
Signature	Address
<u>Kathryn Davis</u>	
Printed name	Email
<u>7/03/2016</u>	
Date	Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,

Cristina Blevins

Signature

289 Anderson St. SF 94110

Address

Cristina Blevins

Printed name

NA

Email

July 3 2010

Date

NA

Phone number (Optional)

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Sincerely,


Signature

Alexandra Gustin
Printed name

7/2/16
Date

3587 19th St. SF
Address

alexgracegustin@gmail.com
Email

678 787 6397
Phone number (Optional)

LETTER TO THE SF BOARD OF SUPERVISORS

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Sincerely,



Signature

611 Taraval St, SF, CA 94116

Address

Sheri Broussard

Printed name

Email

7/2/16

Date

Phone number (Optional)

ZACKS, FREEDMAN & PATTERSON

A PROFESSIONAL CORPORATION

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
Facsimile (415) 288-9755
www.zfplaw.com

2016 JUL 19 PM 3:02

July 19, 2016

VIA HAND DELIVERY AND EMAIL

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 941 02
bos.legislation@sfgov.org

Re: Appeal of CEQA Categorical Exemption Determination
Planning Case No. 2013.1383E
Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322
3516-3526 Folsom Street ("Project Site")

Dear Ms. Calvillo:

Enclosed, please find the following:

1. A letter from the Bernal Heights Neighborhood Center in support of the CEQA appeal;
2. A report from retired SFFD Captain Mario Ballard regarding emergency vehicle access;
3. A report from KCA Engineers, Inc.; and
4. An additional 66 letters from neighbors in support of the CEQA appeal.

Please kindly include these items with the appeal file.

Thank you.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson

Encl.



July 18, 2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a **complete, open, coordinated and transparent environmental impact review (EIR)** for the proposed project at **3516 and 3526 Folsom Street**.

We are concerned that the Bernal Heights neighborhood will be negatively impacted by this project based on our understanding that:

- It would threaten public safety as it is located adjacent to an aging 26-inch major gas transmission line 109. Heavy equipment would be traveling over this line in this very steep area during construction.
- It would negatively impact traffic safety as well as parking availability.
- It would be a "gateway" for four other adjacent sites, creating in essence a six unit "mini-sub-division". Such piecemeal planning is not in the best interests of San Francisco's neighborhoods.

It appears that the project developer has not heeded the concerns expressed by the East Slope Design Review Board, which was established by the San Francisco Planning Commission in 1986.

Thank you for your consideration. We ask that you **oppose this Categorical Exemption**.

Sincerely,

BHNC Board of Directors

Mario Ballard & Associates
Building and Fire Code Consultants

March 23, 2016

Subject: 3516-3526 Folsom Street
Fire Department Access

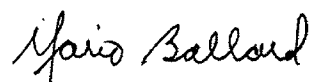
References:

- California Fire Code Section 503 "Fire Apparatus Access Roads"
- San Francisco Fire Department Informational Bulletin 5.01
- Department of Public Works 2015 Subdivision Regulation
- Table of contents Appendix-Technical Specifications Related to Engineering Document Section XII-B-3

The California Fire Code, San Francisco Fire Department Technical Bulletin 5.01 and the DPW 2015 Subdivision regulation include specific guidelines and requirements related to street widths, grade, angles of approach and departure and maximum grade related to Ariel truck operation.

Based on the information reviewed, the proposed development of Folsom Street North of Chapman will not meet the required specifications for Fire Department apparatus (See SFFD Bulletin 5.01) or Fire Department ambulance (EMR) access. All equipment, ladders, hoses as well as emergency medical equipment and supplies will need to be manually transported to the incident site which could impact firefighting operations and EMR response.

Mario Ballard



MARIO BALLARD & Associates
1335 Sixth Avenue, San Francisco, California 94122
(415) 640-4283
marioballardsf@aol.com

Mario Ballard, Principal

CAREER SUMMARY

Principal, Mario Ballard and Associates	5/1/2007-Present
Principal, Zari Consulting Group	1/1/2013-Present
Captain, Bureau of Fire Prevention, Plan Review Division	2001- 4/21/2007
Lieutenant, Bureau of Fire Prevention, Plan Check Division	1994 - 2001
Inspector, San Francisco Fire Department	1991 - 1994
Firefighter, San Francisco Fire Department	1974 - 1991
Linebarger Plumbing and Construction, SF CA	1974 - 1980
Servadei Plumbing Company, SF CA	1974
United States Army, Army Security Agency	1972 - 1974

LICENSES

ICC, International Code Conference Certified Building Plans Examiner

CERTIFICATIONS

ICC Advanced Occupancy
ICC Advanced Schematic Design
ICC Building Areas and Fire Design
ICC Advanced Types of Construction
ICC Advanced Means of Egress
CFCA Certificate of Training of Locally Adopted Ordinances and Resolutions
IFC Institute Certificate Application of the UBC for Fire Code Enforcement
ICBO Certificate on Course Completion on Fundamentals of Exiting
ICBO Certificate on Course Completion Complex Exiting
ICBO Certificate on Course Completion Building Use and Construction Type
ICBO Certificate on Course Completion Fire Protection, Building Size and Location
ICBO Course Overview of the Uniform Building Code
California Fire Chief's Association Fire Prevention Officers' Section Fire Alarm Levels I & II
Fire Sprinkler Advisory Board of Northern California & Sprinkler Fitter Local 483 Fire Sprinkler Seminar
National Fire Sprinkler Association, Inc., Hydraulics for Sprinklers
EDI Code International, Innovative Code Enforcement Techniques
Certification State of California Title 19/Title 24

EDUCATION

Fire Strategy & Tactics 1981-1993
Fire Service Supervision
Fire Prevention 1A, 1B, 1C
Fire Prevention 2A, 2B
Fire Prevention Officer Level One
Firefighter Level One and Two
Arson 1A, 1B
Hazardous Materials 1A, 1B
Instructor 1A
Fire Management 1A

City College of San Francisco 1970-1972

COMMITTEE INVOLVEMENT

Building Code Advisory Committee
Hunters Point Development Team
Mission Bay Task Force
Treasure Island Development Team
Trans-Bay Transit Center
Muni Metro, Light Rail Third Street Corridor
Department of Building Inspection MIS Case Development
San Francisco Board of Examiners Fire Department Representative
Member California Fire Chief's Association Fire Prevention Officers
BOMA Code Advisory Committee
Mayor's Office of Economic Development Bio-Teck Task Force
Hunters Point Redevelopment Task Force
Building Code Standards Committee 1996-1999
Participant in the Eighth Annual California Fire Prevention-Institute Workshop,
"Providing the Optimum in Fire and Life Safety Training"
Participant North/South California Fire Prevention Officers Workshops 1996 - 1998
Guest Speaker at SMACNA (Sheet Metal and Air Conditioning Contractors National Association)

PUBLIC SERVICE

Rooms That Rock For Chemo (RTR4C), Director Secretary 2011-Present
San Francisco Spina Bifida Association, (Past) Vice President

California Fire Code Section 503
“Fire Apparatus Access Roads”

FIRE SERVICE FEATURES

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 503 FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

(a) Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

Exception: The enforcing agency may waive or modify this requirement if in his opinion such all-weather

hard-surfaced condition is not necessary in the interest of public safety and welfare.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than ~~20 feet (6096 mm)~~ ^{20 feet (6096 mm)}, exclusive of shoulders, except for approved security gates in accordance with ~~Section 503.6~~ and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in ~~Section 503.2.1~~ shall be maintained at all times.

San Francisco Fire Department

Informational Bulletin 5.01

5.01 Street Widths for Emergency Access

Reference: 2010 S.F.F.C. Sections 503 and Appendix D, Section D105

The Division of Planning and Research of the San Francisco Fire Department has established requirements for minimum street widths to facilitate emergency equipment access. These requirements are specified as follows:

Minimum Street Widths and Access Roads

1. The San Francisco Fire Code (503.2.1) requires a minimum of 20 feet of unobstructed roadway and a vertical clearance of not less than 13' 6" for existing roadways. While a 20 foot wide roadway is permissible, past practice has shown that making ninety degree turns are not possible without the trucks moving into oncoming traffic. The vehicles can make the turn only on one way streets.
2. The San Francisco Fire Code (503.2.5) requires a turnaround for all dead-end fire access roads in excess of 150'. The San Francisco Fire Department has determined an 80 foot turnaround and a 40' radius to be sufficient.
3. The San Francisco Fire Code requires a minimum 26' wide street for new developments where the new buildings are greater than 30' in height from the lowest level of fire department vehicle access and are unsprinklered. These streets shall be located a minimum of 15' and a maximum of 30' from the buildings and shall be parallel to one entire side of the buildings.

SAN FRANCISCO FIRE DEPARTMENT VEHICLE SPECIFICATIONS

	ENGINES	TRUCKS
Outside tire extremity	8 ft. 2 in.	8 ft. 3 in.
Vehicle width (with mirrors)	10 ft. 4 in.	10 ft 1 in.
Truck width with one jack extended	n/a	12 ft. 9 in.
Truck width with two jacks extended	n/a	17 ft. 9 in.
Vehicle height	11 ft.	12 ft.
Length of vehicle	30 ft.	57 ft.
Gross vehicle weight	40,400 lbs.	70,000 lbs.
Street grades maximum	26% maximum	26% maximum
Approach and departure	15% maximum	15% maximum
Truck aerial operations	n/a	14% maximum

The Fire Department will determine, on a case-by-case review, where the truck aerial operations may not be required.

**Department of Public Works 2015
Subdivision Regulation**

C. STREET GUIDELINES

1. Alignment

All streets shall, as far as practicable, align with existing streets. The Subdivider shall justify any deviations based on written environmental and design objectives.

2. Intersecting Streets

Intersecting streets shall meet at right angles or as nearly so as practicable.

3. Naming

Streets of a proposed subdivision which are in alignment with existing streets shall bear the names of the existing streets. The Department of Public Works shall approve names for all new streets.

4. Street Grades

DPW shall not approve street grades in excess of 17% except as an exception and under unusual conditions.

Streets having grades in excess of 14% shall require separate consultation with the Fire Department prior to use for fire access purposes.

No gutter grade shall be less than 0.5%. The Subdivider shall provide concrete on any pavement grade less than 1.0%.

The Subdivider shall connect all changes in street grades, the algebraic sum of which exceeds 1.5%, with vertical curves of DPW-approved length sufficient to provide safe stopping sight distances and good riding quality. All changes in street grades shall have an absolute value of the algebraic difference in grades which does not exceed fifteen percent (15%), regardless of any vertical curves.

The Director with the consent of the SFFD may approve of any design modification to this standard on a case-by-case basis.

5. Surface Drainage

- a. Subdivider shall grade streets to provide a continuous downhill path.
- b. At low end cul-de-sacs and sumps, in addition to sewer drainage facilities, Subdivider shall provide surface drainage channels in dedicated easements as relief of overflow to prevent flooding of adjoining property.
- c. Subdivider shall design street and drainage channel cross-sections to provide a transport channel for overland or surface flow in excess of the 5-years storm capacity of the sewer system. The channel capacity shall be the difference between the sewer capacity and the quantity of runoff generated by a 100-year storm as defined by the NOAA National Weather Service or by City-furnished data, applied over the tributary area involved.
- d. Subdivider shall round street curb intersections by a curve generally having a radius equivalent to the width of the sidewalk and the design shall be in accordance with the Better Streets Plan. While allowing vehicle movements for emergency vehicles, the Subdivider shall use the smallest possible radius.

D. PRIVATE STREETS

Private streets shall have a minimum right-of-way width of 40 feet for through streets. Dead-end private streets shall have a minimum right-of-way width of 60 feet. The Subdivider shall consult with the Fire Department and Department of Building Inspection for all designs that might result in less than the minimum width.

E. BLOCKS

Technical Specifications Related to Engineering Document Section XII-B-3

DPW Disabilities Coordinator for specific provisions related to pavement materials, passenger loading zones, and path of travel for disabled persons.²⁷

3. Fire Department Operations.

- a. All streets shall provide a minimum clear width of 20 feet of travel way between obstructions. Obstructions may include parked vehicles, certain curbs greater than 6 inches in height²⁸ or any other fixed object that prevents emergency vehicular travel.
- b. For purposes of calculating the clear width of the travel way, such width may include any combination of the following:
 - i. That portion of any adjacent curbside parking space having a width greater than 7 feet,
 - ii. a bike lane or any other adjacent pavement capable of supporting emergency vehicles where such lane or pavement is separated from the vehicular lanes by paint striping (Class II) or a mountable curb being no more than 2 inches in height (Class I), or other forms of pavement separation that may vary in material type, color, and texture.
- c. Where adjacent buildings are greater than 40 feet in height and not of Type 1 (fire resistive) building construction, and the building entrance locations are not yet specified, the Director may require an operational width of at least 26 feet to accommodate Fire Department operational requirements along each street fronting such a building.
 - i. "Operational width" shall be the combined total of the clear width of the travel way together with those unobstructed portions of adjacent pavement or sidewalks (if

²⁷ See also *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* as published by the United States Access Board.

²⁸ See San Francisco Fire Code Sec. 503.4, providing additional guidance on what may be considered an obstruction; see also Board of Supervisors Ordinance No. 116-13.

capable of supporting emergency vehicles).Reservation of portions of curbside parking for fire-only access or use of alternative mountable curb designs that allow for safe fire vehicle access to the sidewalk may accomplish this goal. The Fire Department, in consultation with other affected City agencies, may approve other proposals developed in the future.

- ii. In such cases, the Subdivider shall provide sufficient right-of-way width on all abutting sides of a proposed development block to accommodate the foreseeable street design alternatives.
- iii. Where DPW requires the portion of the block to have additional operational width (greater than 20 feet clear), the design engineer shall locate this in segments along the building frontages with a maximum length of 200 feet for any one segment. Segments may have a minimum length of as little as 100 feet. The Subdivider shall ensure the existence of adequate space for emergency vehicles to pass each other and set up operations at the front entrance of the building. In addition, the design shall provide for meaningful traffic calming measures to ensure safe vehicle speeds along the street, including returning to the standard 20 foot travel way between widened segments. This provision shall not apply to blocks less than 200 feet in length.
- iv. Subdividers are encouraged to consult with the Fire Department early in the subdivision process in advance of when the Subdivider anticipates the construction of such buildings. Information such as building access points, size of building and type of building construction are essential elements needed for constructive agency review.

- v. Any decision to accommodate street widths having greater than 20 feet of travel way shall be approved by the Director only after consultation with and approval by an interagency working group composed of the Fire Department, the Municipal Transportation Agency, the Planning Department and any other affected city agency. When discussing the most appropriate widths of the travel way, the interagency working group shall consider such factors as the role and intended character of the street in the overall street network, the width of adjacent streets, the length of the street(s) in question, the anticipated traffic volume, and emergency and medical response.

4. Bicycle Lanes

All bicycle facilities shall meet or exceed the minimum lane widths provided in the *California Highway Design Manual*, the *California Manual on Uniform Traffic Control Devices*. Subdivider's shall design bicycle facilities in accordance with the *NACTO Urban Bikeway Design Guide*.

5. Parking Lane

The width of a curbside parallel parking lane shall be 8 feet. SFMTA may approve on a case by case basis angled curbside parking designs.

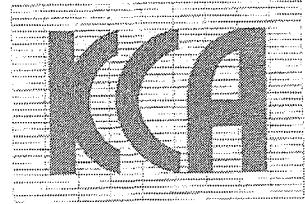
6. Curb Intersection Radii and Turning Movements

Subdividers shall design intersections for and accommodate turning vehicles in accordance with the Better Streets Plan.²⁹

²⁹ <http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-radius-changes/>

KCA ENGINEERS, INC.

CONSULTING ENGINEERS • SURVEYORS • PLANNERS



212 BRANNAN STREET • SAN FRANCISCO, CALIFORNIA 94107 • (415) 546-7111 • FAX (415) 546-9472

March 23, 2016

6016

Ryan J. Patterson
Zacks & Freedman
A Professional Corporation
235 Montgomery Street, Suite 400
San Francisco, CA 94104
Email:ryanp@zulpc.com

Re: 3516 & 3526 Folsom Street
San Francisco

Dear Mr. Patterson:

I have reviewed the grading plan, sheet C1.0 and the utility and dimension plan, sheet C2.0 prepared by David J. Franco for the extension of Folsom Street north from Chapman Street.

This is presently an ungraded and unimproved street which is legislated for a 5' 6" wide sidewalk on each side of the 39' 6" wide street right-of-way with a 28' 6" wide paved travel way for two way traffic, which is shown on the City and County of San Francisco grade map number 266.

The proposal by Mr. Franco is for a 4 foot wide sidewalk on the west side of the street in an area that is 12 feet wide between the curb and the property line; no sidewalk in a 12 foot wide area between the curb and property line on the east side of the street; and a street paving width of 15' 6" for vehicular traffic. In addition, the proposed vehicle curb ramps (driveway ramps) are proposed to be 5' 6" deep instead of the standard 3'-0" designated in the City standards. The grade of the paving for the street is proposed to vary between 34% and 36%.

The proposed street will be one of the steepest in the City. There are two streets in the vicinity of the subject section of Folsom Street that are about the same steepness as the proposed street. The first is Prentiss between Chapman and Powhattan and the other is Nevada above Chapman.

I did not attempt to drive on either of these streets. I did observe something that concerned me which was the large quantity of trash bins at Chapman and Nevada. If Recology will not pick up at the individual buildings for the extension of Folsom, there is no location at the intersection with Chapman to put two to three garbage cans for each of the seven residential lots fronting on proposed Folsom.

Traffic movement is another concern. With only a 15' 6" travel lane, it does not appear wide enough to accommodate a car going uphill and one going downhill at the same time. Therefore, the car going uphill will block the whole intersection of Folsom and Chapman while someone is driving downhill in the proposed new street.

Another traffic concern is how a vehicle would turn around. Due to the narrow width of the street, it will be necessary to drive over the sidewalk and then back-up uphill. This will be difficult and not a comfortable task to perform, especially in wet weather.

In addition to the above concerns, the following items should be addressed prior to a final review of this street construction.

1. Mail delivery may not be feasible to the proposed residences. If it is not, it may be necessary to install mailboxes at the Chapman and Folsom intersection. It should be required that the post office agree to deliver, or that a proposed mailbox location be shown on the plans.
2. There is a gas trunk line located in this street at an unknown depth. PG&E has special requirements relative to the construction of utility services that cross this gas line. A cross section should be supplied that shows the actual elevation of the gas line and the lateral crossings, approved by PG&E.
3. Storm water will be flowing down the new street and needs to be picked up in catch basins prior to crossing over the intersection of Chapman and Folsom. These need to be shown so that they do not impact the proposed driveways to the existing two homes. Their design also has to consider the steepness of the street.
4. The plans do not make any provision for a place for a package delivery truck to park, or a taxi to wait to pick up a resident. Should a loading zone be provided on Chapman, since there is insufficient width on the new street to park a vehicle?
5. What provision is being made for guest parking, or will they be allowed to park in the driveway to the garage and block the sidewalks.
6. The plans do not indicate that this will be a private street, so it is assumed that it will be publicly maintained. Will the maintenance of the street and utilities be by the City?
7. A garbage can pick up spot needs to be designated and shown on the plans. It should take into consideration that all of the existing lots may be improved with residences, and that the area is acceptable to Recology.
8. Due to the narrow width of the street between curbs, it will probable be regulated for no parking. How will this be enforced by the City?
9. A street lighting plan should be required to be submitted for review, including information about how the light will affect the existing residents and the City open space.
10. A signage and striping plan should be provided which will address items such as a stop sign or stop bar, that the street is not a through street, parking restrictions, etc.

Re: 3516 & 3526 Folsom Street
San Francisco

6016
March 23, 2016
Page 3 of 3

This project requires that substantially more information needs to be resolved and addressed on the plans before it should be formally considered for review by the Planning Department. Without this additional information having first been submitted for review by the project sponsor the proposed street may create an inadequate project.

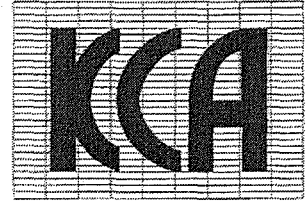
Very truly yours,
KCA ENGINEERS, INC.



Peter J. Bekey
President
pbekey@kcaengineers.com
RCE #14786

KCA ENGINEERS, INC.

CONSULTING ENGINEERS • SURVEYORS • PLANNERS



318 BRANNAN STREET • SAN FRANCISCO, CALIFORNIA 94107 • (415) 546-7111 • FAX (415) 546-9472

CURRICULUM VITAE

Peter J. Bekey
President
KCA Engineers, Inc.
318 Brannan Street
2nd Floor
San Francisco, CA 94107
Phone: (415) 546-7111
Fax: (415) 546-9472
Email: pbekey@kcaengineers.com

EDUCATION

Graduated from University of Southern California at Los Angeles
Bachelor of Engineering

1957

LICENSES

Registered Professional Engineer #14786. Received July 1, 1964. License is current through March 31, 2017. License is for Civil Engineering and Surveying.

RELATED EXPERIENCE

1953 – 1958	C D & E Engineering, Los Angeles, CA Utility Systems Design.
1958 – 1967	MW Finley Co., Los Angeles, CA Land Development Design, Land Surveying and Construction Surveying.
1967-Present	KCA Engineers, Inc., San Francisco, CA Land Development Design, Contract City Engineer, Public Works Design, Land Surveying, Construction Surveys and Business Management.

Date: 7/13/16

Board of Supervisors

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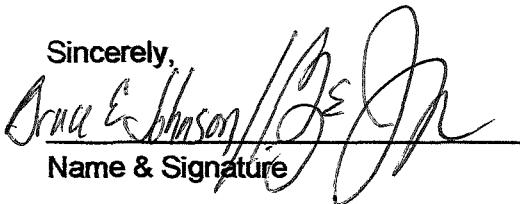
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Sincerely,


Name & Signature

email:


Address


Date

Date: 7/15/16

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Sincerely,

Nichelle Ngo
Name & Signature

324 MOLTRIE ST
Address

7-16-16
Date

email:

Date: 7/12/16

Board of Supervisors

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Sincerely,

Ann Guan
Name & Signature
email:

594 20th Ave SF CA 94121 7/13/2016
Address Date

Date: 7/12/16

Board of Supervisors

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Sincerely,

Nathaniel Gallardo

Name & Signature

email:

322 Prentiss St

Address

7/16/16

Date

Date: 7/12/16

Board of Supervisors

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Sincerely,

Alexis Raymond 
Name & Signature

160 Banks St
Address

4/10/16
Date

email: prinnicity@gmail.com

Date: 7/15/16

Board of Supervisors

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Sincerely,


Name & Signature
email:

324 MOULTRIE ST
Address

7-16-16
Date

Date: 7/15/16

Board of Supervisors

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Sincerely,

Erika Duarte

Name & Signature

email:

324 MOULTRIE ST

Address

7-16-16

Date

Date: 7/15/16

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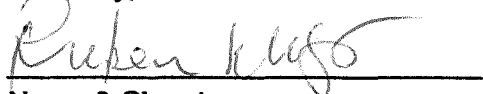
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Sincerely,



Name & Signature

email:

324 ALBERTINE ST

Address

7-16-16

Date

Date: 7/12/16

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Sincerely,


Name & Signature

email !

310 MOULTRIE
Address

7/12/16
Date

Date:

7/12/16

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Sincerely,



Name & Signature

email: CBWLOVING
@ 41400.com

2858 Geronimo St

Address

7/13/16

Date

Date: 7/12/16

Board of Supervisors

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Sincerely,

 JOHN BANKOVITCH

Name & Signature

email:

850 JUNIPERO VERDE BLVD.

Address

7-13-16

Date

Date:

7/13/16

Board of Supervisors

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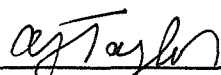
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Sincerely,



Name & Signature
email:

1920 Pine St.
Address

7/13/16
Date

Date: 7/13/10

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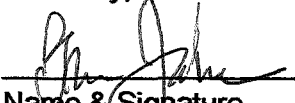
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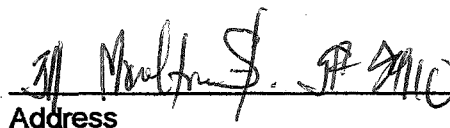
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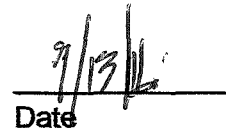
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Name & Signature
email


Address


Date

Date: 7/13/16

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Sincerely,

Name & Signature

email:

Address

Date

310 Marlborough St.

7/13/16

Date:

7/13/16

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Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

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Sincerely,

Vincent Alamy
Name & Signature

email:

265 Muller Ave
San Francisco CA
Address

12/13/16
Date

Date:

Board of Supervisors

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Sincerely,

Cassie L Zmarin
Name & Signature

2414 Jones St #69 7/12/16
Address Date

Date:

Board of Supervisors

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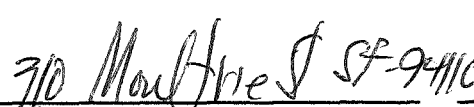
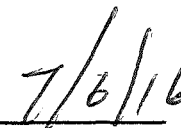
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Sincerely,


Name & Signature

email:

 
Address Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Alondra Orellana
Name & Signature
alondra.r.orellana@gmail.com
Email

108 Nevada Street
Address

Phone (optional)

7/9/16
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Jessica Javregni
Name & Signature
jessicajavregni01@gmail.com
Email

(Occupation: Cortland 833, SF)
2510 High St. Oakland,
CA 94601
Address
07/09/16
Date

Phone (optional)

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Ellen Chan

Name & Signature

echan37@gmail

Email

.com

1049 Cortland Ave 719 2016

Address

415 374 1990

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Laura C. L... 300 Bernal St. #1 7/9/2016
Name & Signature Address Date

Email

Phone (optional)

Date:

Board of Supervisors

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Sincerely,

E1, Gordon Jim Gordon

94117 (08)

7-11-12

Name & Signature

Address

Date

email

phone

Date:

Board of Supervisors

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Sincerely,

Orly *Environ Org*
Name & Signature

D7 94127
Address

7/9/16
Date

email OCSCA1@gmail.com

phone _____

Date:

Board of Supervisors

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Sincerely,

An Bir, 
Name & Signature

112 O'Keefe Ave
Address

7/9/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Thomas Lee

Name & Signature

27721 Ave

Address

9, 2016

Date

email Thomas.Lee164@gmail.com

Date:

Board of Supervisors

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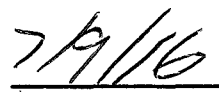
Sincerely,



Name & Signature



Address



Date

email

phone

Date:

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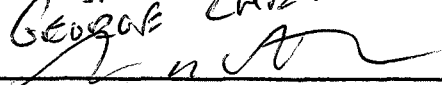
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Sincerely,

GEORGE CHRISTEN

Name & Signature

362 Park St
Address

7/9/2016
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

LINLEY HAMILTON
Name & Signature

262 VIENNA ST 94112 7/9/16
Address Date

email _____

phone _____

Date: 7/9/16

Board of Supervisors

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Sincerely,

Anna McDonald
Name & Signature

262 Vienna St., 94112
Address Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,


Name & Signature

email _____

220 / 3rd St
Address

phone _____

94134
07/09/16
Date

Date:

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

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This is your opportunity to keep your promise to keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Irene Smith 370 Ashton 7.9.16
Name & Signature Address Date

email alaska.irene phone _____
@yahoo.com

Date:

Board of Supervisors

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Sincerely,

Verna Smith
Name & Signature

370 Ashton Ave
Address

7/9/16
Date

email hathblanco@yahoo

Phone _____

Date:

Board of Supervisors

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Sincerely,

JoAnn Yates JoAnn Yates 2106 48th Ave 7/9/16
Name & Signature Address Date
email joannlyates@gmail.com phone 415 242 2466

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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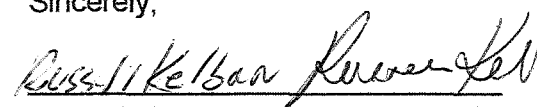
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Sincerely,

	<u>51 Prentiss St.</u>	<u>7/7/16</u>
Name & Signature	Address	Date
<u>russell.kelban@sfcitylab.org</u>		
Email	Phone (optional)	

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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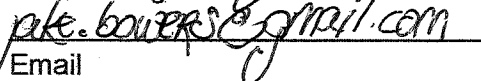
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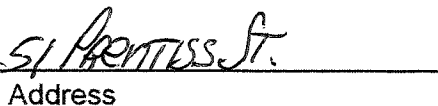
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Sincerely,


Name & Signature


Email


Address

Phone (optional)


Date

Date:

Board of Supervisors

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Sincerely,

Lisa Pugh
Name & Signature

email _____

3765 25th St. 7/12/16
Address Date

phone 970-799-1154

Date:

Board of Supervisors

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Sincerely,

JOHN M TESKA


Name & Signature

540 ALABAMA STREET #318 7/6/2016
Address SF, CA 94110 Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Betty Hudson
Name & Signature
Betty Hudson
Email none

7-13-16
Address _____ Date
3-Patten st
Phone (optional) 415-642-1079

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,



Name & Signature
mr.alishabazz@gmail.com

Email

100 Appleton Ave SE CA 94140

Address
N/A

Phone (optional)

7/13/2016

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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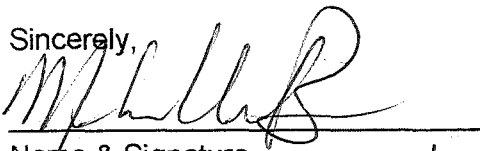
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Sincerely,



Name & Signature

Brown. a. michell@gmail.com

Email

133 Highland Ave

Address

Phone (optional)

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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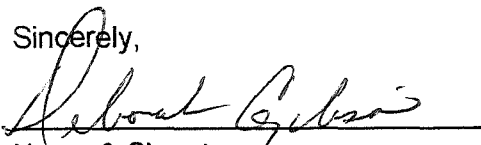
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Sincerely,


Name & Signature

MS.gibson160@gmail.com
Email

160 Appleton
Address

415 424 7277
Phone (optional)

7-12-16
Date

(Date) 7-12-16

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

Dear Honorable Members of the Board

Re: Appeal of CEQA Categorical Exemption ("CatEx") Determination for Planning Case No. 2013.1383E

We request a complete, open, and transparent environmental impact review (EIR) for the proposed project at 3516 and 3526 Folsom Street.

- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line. Line depth has never been determined. Line 109 is the same one as the line that blew up in the San Bruno disaster last decade.
- If approved, heavy earth moving equipment will be moving over this line for many months. In recent years a cement truck overturned on nearby street. The area of Upper Folsom is one of the steepest in the City. We fear for public safety in this area.
- Parking impact and traffic will be similarly negatively affected. No new on-street parking is proposed; two garages and driveways currently in use will be rendered un-useable; residents will be unable to park cars needed for work and transportation. Traffic congestion at the corner of Folsom & Chapman, already difficult will become unmanageable. The proposed project is a "gateway" for four (4) other sites on the property to be developed. When this occurs the project now becomes a six (6) unit "mini-sub-division". The environmental problems will surely, only, get worse.

Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,

Heborah Gibson
President
Holly Courts

email: _____

phone (optional) 415-424-1277

(Date) 7-18-16

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

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Sincerely,



email: Brown. a. Michelle@gmail.com phone (optional) _____

(Date) 7/17/2016

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

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Sincerely,

Alex Rivera

135 Highland Ave

S.F. CA. 94110

email: _____

phone (optional) _____

415) 215-5282

(Date) 7-13-2016

San Francisco Board of Supervisors
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San Francisco, CA 94102
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Sincerely,

Reginald Palmer
173 Highland Ave

email: _____ phone (optional) _____

(Date) 7-13-16

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Sincerely,

Joseph Hamilton Cain

email: Joseph.magnus.hamiltoncain@gmail.com phone (optional) _____

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- Our neighborhood is negatively impacted by this project. It threatens public safety as it is located adjacent to an aging 26-inch major gas transmission line. Line depth has never been determined. Line 109 is the same one as the line that blew up in the San Bruno disaster last decade.
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Thank you, for considering our concerns for opposing the the "CatEx" for this project and instead determining the need for an EIR.

Sincerely,

Betty Hudson
3- Patton St
51716, 94110

email: none phone (optional) 415-642-1079

(Date) 7/13/2016

San Francisco Board of Supervisors
City Hall
San Francisco, CA 94102
Dear Honorable Members of the Board

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Sincerely,

Malik Ali

100 Appleton Ave

S.F. CA. ~~94102~~ 94110

email: malishabazz@gmail.com phone (optional) N/A

(Date) 7/12/2016

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

Dear Honorable Members of the Board

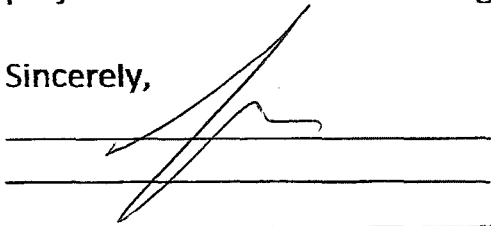
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Sincerely,



email: Mr. Jo Silva @ gmail . com, phone (optional) (415) 9679-771

(Date) 07/13/14

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

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Sincerely,

Jannie Ram
141 Highland Ave
SF CA 94110

email: Rhmer_cmp@yahoo.com phone (optional) _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

William Toporek

Name & Signature

Email

152 Appleton, AVE

(Address)
(415) 647-5107

Phone (optional)

7-13-16

Date

(Date) 7-13-16

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

Dear Honorable Members of the Board

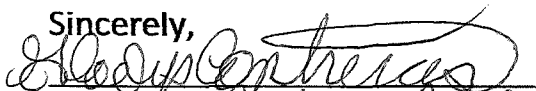
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Sincerely,


16 Appleton Ave
SO Ca 94110

email: _____ phone (optional) _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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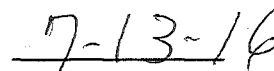
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Sincerely,


Name & Signature


Address


Date

Email

Phone (optional)

(Date) 7/17/2016

San Francisco Board of Supervisors

City Hall

San Francisco, CA 94102

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Sincerely,

Babbel Eshen
155 171 14th Avenue
94110

email: _____ phone (optional) 415-285-8436

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

Name & Signature

Address

Date

Email

Phone (optional)

How dangerous is the situation? Our lives are at stake.

Join us in demanding that the Board of Supervisors require evidence of environmental safety before approving construction on the 3500 block of Folsom Street.

You SHOULD be concerned for your safety and the safety of your neighbors. With a PG&E Gas Transmission Pipeline (similar to San Bruno) at an unknown depth beneath a vulnerable steep hillside, we're worried. Very worried. The designs for 2 homes were approved and given a categorical (rubber stamp) exemption from environmental review. We believe this project and the underlying safety issues require a closer look by experts to convince both officials and neighbors that the project, which involves construction by a private developer, poses no risk to the public.

Join us in urging the Board of Supervisors to require an environmental review before any construction takes place on the street right of way or vacant lots at 3516 and 3526 Folsom Street. (Near the Community Garden) **Why?**

- **A 26" PG&E Gas Transmission Pipeline runs at an unknown depth under the surface of an erosion-prone steep hill.** The neighbors need evidence that National Transportation Safety Board safety guidelines are being vigorously enforced. The result of even a slight mishap would be similar to the San Bruno explosion and could mean loss of lives as well as property. **Construction is a primary cause of pipeline damage.**
- **Any construction at the corner of Folsom and Chapman will require large, heavily loaded trucks to negotiate the difficult intersection at Folsom and Powhattan,** which may or may not be done successfully. If a vehicle gets stuck or needs to back up because it cannot turn around, it must back down Folsom Street, which is, in itself, dangerous. (We have evidence that some emergency vehicles, like the hook & ladder, bottom out on Prentiss St. and are unable to access these homes. Other vehicles lack the power to make it up Prentiss.)
- **Blocking Folsom or Chapman Street in any way eliminates access for some emergency vehicles to all homes and properties north of Chapman Street.** In the past, delays of ambulances and fire trucks have already endangered lives on multiple occasions. Not long ago, a cement truck overturned at the corner of Powhattan and Folsom, blocking the intersection for the day, and a backhoe slid down the hill on the Banks Street right-of way, crushing a parked car.
- **Parking will be an ongoing major problem,** especially if the other 4 vacant lots are developed-a total of 6 lots-imagine if vehicle access to the homes is arduous, 12 or more cars will require street parking on adjacent streets where parking is already scarce.
- Construction of the steep street or sidewalk will cause **excessive water runoff** down the hill.

July, 2016
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City Hall, San Francisco, CA 94102

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Sincerely,

GAYLE ROSEMOND

Name & Signature

rosemond.gayle

Email

OCCUPATION - CAREGIVER AT 638 BANKS.

540 JONES ST #316

Address

415 527 6581

Phone (optional)

7.9.16

Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,


Name & Signature

Email Kaddahcort1012.com

105 Gates St.
Address

Phone (optional)

7-8-14
Date

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

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Sincerely,

KAREEM KADDAH
Kareem Kaddah
Name & Signature
KADDAH@OUTLOOK.COM
Email

105 GATES ST.
Address
Phone (optional)

7-9-16
Date

Date:

Board of Supervisors

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Sincerely,

Jenny Enciso-B
Name & Signature

127 Crescent Ave #B
Address

7/9/16
Date

email Jennyblank@aol.com phone _____

Date:

Board of Supervisors

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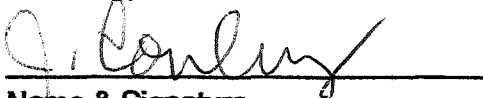
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Sincerely,



Name & Signature

659 Ellsworth

Address

7/9/16

Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

 SAM YAMAMOTO 350 ALEMANY BLVD 7/9/16
Name & Signature Address Date
email _____ phone _____

Date:

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The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific NTSB and Pipeline Information and Protection Act protocols that should be followed for all land use near pipelines, and we expect assurances from you that these will be met.

This is your opportunity to keep your promise to the keep the citizens of San Francisco safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped section of Folsom Street and the adjacent properties. We also request that the safety measures and oversight is transparent to the impacted neighbors.

Sincerely,

Magdalena Romero
Name & Signature

2209 Mission St.
Address

07/09/16
Date

email _____

phone _____

Date:

Board of Supervisors

Dear Board Members,

Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety and problems.

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Sincerely,

Andrew Plym
Name & Signature

email _____

22. GLADYS ST
Address SS, CA 94110
415 826 0830
phone

9 JUL 2016
Date

Date:

Board of Supervisors

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Sincerely,

Name & Signature

 Doris Chen

Address

364 Eureka St

Date

7/7/16.

email

djchen1228@yahoo.com

phone

310 111

Date:

Board of Supervisors

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Sincerely,

Henry Ju
Name & Signature
Henry Juerte
email _____

1018 Cortland Ave^{#2} 7/9/16
Address Date
phone _____

Date:

Board of Supervisors

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Sincerely,

Brendan Pardo
Name & Signature

Teen Challenge
Address

07/19/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Giovanni Mazzoni
Name & Signature

email _____

Teen Challenge
Address Valencia St.

phone _____

7/9/16
Date

Date:

Board of Supervisors

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Sincerely,


Name & Signature

136 Chester Ave
Address

7/9/16
Date

email Blueyoshi82@hotmail.com phone _____

Date:

Board of Supervisors

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Sincerely,


Name & Signature

ROBERT AVILA

388 Park St.
Address

7/9/16
Date

email roav2001@yahoo.com

phone _____

Date:

Board of Supervisors

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Sincerely,


Name & Signature

20 Agnon Ave.
Address

7/9/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

John Geller

Name & Signature

email gellerjb@yahoo.com

126 Folsom ^{SF} 94131

Address

phone 415 595 3062

7-9-16

Date

Date:

Board of Supervisors

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Sincerely,


Name & Signature

1849 Chestnut St.
Address

8/9/16
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

Nina Scott
Name & Signature

812 Edinburgh street
Address

07/09/10
Date

email _____

phone _____

Date:

Board of Supervisors

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Sincerely,

MANUEL RETA 364 KURKA 7-9-16
Name & Signature Address Date

email manuel.reta@yahoo.com phone _____

Date:

Board of Supervisors

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Sincerely,

Name & Signature

email

Address

Date

phone

3785 Folsom Blvd 7-9-18

Date:

Board of Supervisors

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Request for Environment Review - Our safety and even our lives are at stake.

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Sincerely,

CHRIS ROYCE 2195 44th AV 7/9/16
Name & Signature Address Date
email _____ phone _____

July, 2016
Board of Supervisors
City Hall, San Francisco, CA 94102

Dear Supervisors,

Urgent Request for Environment Review - Our safety and even our lives are at stake.

Construction on two lots at 3516 and 3526 Folsom Street have been given categorical exemption from environmental review, however this particular plot of land, encompassing 6 lots and a street right of way, poses significant, potentially life-threatening, safety hazards.

These include:

- Construction by a private developer over a 26" PG&E gas pipeline without industry recommended safety protocol in place, resulting in the potential loss of life and property. All safety guidelines and oversight must be transparent and shared with residents. The San Bruno tragedy is fresh in our minds, as is the ongoing PG&E trial of criminal pipeline safety charges!
- Hazardous traffic conditions at the corner of Folsom and Chapman Streets. The projects have no on-street parking. Two garages and the driveways currently used will be rendered unusable. Residents will be forced to search parking on a street where space is already severely inadequate. (And, there is the potential for 4 additional new homes.) Delivery trucks, construction vehicles, and visitors will be forced to park at the base of the street, blocking access to many homes.
- The project's lack of planning for garbage, recycling, and compost pickup will impact both public health and safety.
- The project site's proposed steep street presents a significant threat to drivers and residents, and a liability issue for homeowners and the City.
- The structures would create a north-facing solid wall blocking significant public vistas from Bernal Heights Boulevard along the open-space park.

There are specific National Transportation Safety Board and Pipeline Informed Planning Alliance protocols that should be followed for all land use near pipelines, and we expect assurances and evidence from you and the responsible City agencies that these protocols will be thoroughly adhered to.

This is your opportunity to keep your promise to assure that citizens of San Francisco are safe by requiring that a complete environmental review is undertaken and all appropriate safety measures are in place before any construction is approved for this undeveloped and vulnerable hillside. We also request that the safety measures and oversight are transparent to the impacted neighbors and the traffic/parking issues are addressed.

Sincerely,

Rosanne Liggett
Name & Signature
rosanneadana@hotmail.com
Email

125 Gates St. 7/9/16
Address Date
415-824-6465
Phone (optional)

Specific questions to ask about the Tolson Street PG&E gas pipeline:

Where are the records for:

- when was this pipeline built?
- what are the pressure limits?
- has PG&E tested this pipeline recently, when? how often?
- has pipeline been tested for possible defects? when?
- is this pipeline considered a high-risk pipeline?
- does PG&E operate this pipeline above the limits set forth in federal law? if so, by how much?

These questions come from reading articles in the Chronicle about the ongoing PG&E/San Bruno trial. (7/9/16)
PG&E is accused "of violating federal laws by knowingly failing to inspect pipelines, properly test high-risk lines, and maintain adequate records." PG&E "consistently

10

sacrificed safety for profits."
-- "PG&E was engaged in a "deliberate
and tragic strategy" of annual
cutbacks in safety programs (ie:
replacing old pipelines, fixing defects, etc)

Bernal residents are entitled to
accurate answers to ~~these~~ pipeline
questions on the proposed building
site. The City is responsible for
ensuring the safety of its
building projects. The permits
to build have been given without
proper vetting of the pipeline safety
issues, and the viability of fire
truck accessibility to the proposed
homes. Stop this highly questionable
building project.

Rosanne Liggett
rosanneadana@hotmail.com
415-824-6465